

WHAT IS A

"EULOGIUM"?

SEE

LAST PAGE.

63-1

Hongkong Daily Press.

ESTABLISHED 1857.

No. 17,270.

號十七百二千七萬一第

日十初月八年丑癸

HONGKONG, WEDNESDAY, SEPTEMBER 10th, 1913.

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8.00 " " 10.00 " " " " " "

10.00 " " 11.00 " " " " " "

11.30 " " 12.45 p.m. ... " " " "

12.45 p.m. " 1.15 " " " " " "

1.15 " " 1.45 " " " " " "

1.45 " " 2.15 " " " " " "

2.15 " " 3.00 " " " " " "

3.00 " " 3.10 " " " " " "

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11.45 " " 12.00 noon " " " " " "

12.00 noon " 1.00 p.m. " " " " " "

1.00 p.m. " 5.00 " " " " " "

5.00 " " 6.00 " " " " " "

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Y 11.50	Changchun	Lv.	11.50 "	"	"	"
R 9.60	Harbin (Russian Train)	Lv.	8.50 a.m.	Tues.	Thurs.	Sun.
	Harbin	Lv.	2.00 p.m.	"	"	"

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SOUTH BOUND.

	Connecting at Harbin with { State Express from St. Pet'g., Wagon-Lits from Moscow, State Express for Moscow				
R 9.60	Harbin (Russian Train)	Lv.	10 a.m.	Mon.	Wed.
Y 11.50	Changchun (S.M.R. Train)	Lv.	6.30 "	"	"
Y 14.95	Mukden	Lv.	7.00 "	"	"
Y 40.00	Dairen	Lv.	1.50 p.m.	"	"
	Shanghai (Steamer)	Lv.	2.10 "	"	"
	Shanghai	Lv.	10.20 "	Thurs.	Sat.
	Forenoon	Lv.	Noon	"	"

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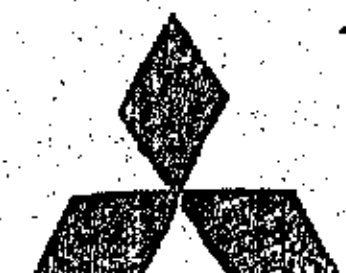
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3 Dry Docks { No. 1 ... 510 ft. 77 ft. 26 ft.

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Max. Breadth " " " " 22 "

Max. Draft " " " " 22 "

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28th May, 1913. [720]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

BARREIRA-GUEDES.—On August 30th, at Shanghai, PETER JAMES BARREIRA, son of Mr. and Mrs. Luis Barreira, to ERNESTINA MARIA CARYALHO GUEDES, daughter of Mrs. J. M. Guedes, and the late Mr. J. M. Guedes.

HONGKONG OFFICE: 10A, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 10th, 1913.

THE revolution that has taken place in ideas in China during the past ten years is undeniable and is plainly evidenced in the growing desire among the youth of the country for technical education. It is only half a dozen years ago since the directors of the Tongshan Engineering College, which was founded in 1906 for the special study of railway engineering, had occasion to lament the difficulty experienced in obtaining students, "as young men of ability considered that they would be sacrificing their prospect of official positions in the Civil Service if they prosecuted foreign studies instead of the time-honoured classical courses." In order to meet this objection, board and tuition were made free conditionally on good behaviour, but as time went on Professor HERBERT CHALLEY, B.Sc., tells us in an article contributed to the Journal of the Society of Arts on the general question of Technical Education in China, "it was found that the atmosphere of continuous Government support bred insubordination and other faults, so that a system of payment was gradually introduced and is now in operation in respect of most of the

students." There are now some two hundred students in residence in the Tongshan Engineering College, and "there is every prospect that the attendance will increase in coming years." A large number of these students have come from South China, which leads Professor CHALLEY to conclude that the opportunities offered in this part of the country for technical training are not great. They are indeed not so numerous at present as North China affords. In addition to the Tongshan Engineering College, for the special study of railway engineering, the Peking University, near Tientsin, is described as doing good work in mining; a school has been opened at Woosung to provide a training in navigation and naval architecture; general scientific work, with some specialising in engineering, is being done at the Government University at Peking, and an excellent general training is given at the American Episcopal University at Peking and the Anglo-Chinese College in Tientsin. If the opportunities in South China of acquiring a training in the technical sciences have not been great hitherto, very satisfactory evidence is afforded that the Hongkong University has already begun to meet the need and is destined before very long to win recognition as affording for the student of engineering science opportunities unequalled anywhere in Asia. Professor CHALLEY, while recognising that the Hongkong University will doubtless draw many men to it, thinks the fees may prove a serious difficulty to some. The fees are far from being prohibitive, and there is every indication that the University will soon have as many engineering students as it will be able to accommodate. Thanks to the assiduity of Professor MIDDLETON SMITH, Dean of the Faculty of Engineering at the University, and to the generosity of British engineering firms, the Hongkong University will soon be equipped with plant worth at least £15,000, forming a working laboratory for the students such as no other University in Asia is able to show. There is certain to be a great future for the Hongkong University in this connection. Hongkong has long been one of the principal training schools for mechanics in the East and in this Colony especially we are able to see in many directions that "there is gradually developing a class of master workman of which more will be heard." When to this practical training is united the higher training which the Colleges and Universities afford we cannot but agree with Professor CHALLEY that China is on the way to take place amongst those Powers whose industry and progress entitles them to be called "Great."

The Manila Observatory yesterday morning reported a cyclone or typhoon S.E. of Naha, moving N.W.

A Chinese child fell a distance of 30 feet, from the verandah of the third floor of No. 33, Pokfulam Road, to the ground, and was killed.

On Sunday, the 7th inst., a deck passenger on the *Seangheon* from Singapore to Hongkong jumped overboard, and all efforts to save him were fruitless.

Mr. Henry Humphreys, who has made an excellent recovery from a serious illness, is leaving on the *Empress of Russia* to-day on a trip to Japan to recuperate.

A Chinese salesman, of 240, Des Vœux Road Central, reports that while he was asleep on Sunday night some person obtained the key of his safe from his person and stole \$30,780. He suspects one of his folk.

An Indian constable was sentenced to two months' hard labour at the Magistracy yesterday for larceny from the person of a hawk in Robinson Road. The money alleged to have been stolen was found in the constable's pockets.

Mr. Cameron Forbes, the late Governor-General of the Philippine Islands, who during his brief stay in Hongkong has been the guest of H.E. the Officer Administering the Government (the Hon. Mr. Claud Sverin) left yesterday by the M. M. steamer *Australien*. Mr. Forbes intends spending several weeks in India. From India he will proceed to England and stay there a few days before crossing the Atlantic.

It is not so very long ago that Germany was rather backward as to sports, but things have very much changed lately, and Germany is doing her best now to hold her own among other nations. The same can be said of Tsingtau. There they have this year again arranged a week of sports, encouraged by the successful result of last year's contests. The numerous entries foretell keen competition and good sport. All contests are international. The sports begin on Saturday next and conclude on the 23rd inst.

Before Mr. F. A. Hazeland at the Magistracy yesterday Mrs. Gutierrez charged a houseboy with leaving her service without giving proper notice, with assaulting a small boy, and with behaving in a manner likely to cause a breach of the peace. After hearing the evidence his Worship imposed a fine of \$30, the alternative being fourteen days' hard labour.

Inspector Gerard charged a Chinese before Mr. F. A. Hazeland at the Magistracy yesterday with being in unlawful possession of 20lbs. of gunpowder. The officer said it was ordinary black powder as used for blasting and the man refused to say where he got it from. In answer to the Magistrate defendant declared he got it from a man at the roadside at Yau-mat. He was fined \$50 or a month.

Captain J. H. Scott, master of the steamer *Phoenician*, died suddenly on the vessel's last trip from Saigon, and was buried at sea on Sunday. Captain Scott was an old China coast hand, having served with many local shipping companies during a number of years, and he was in his last command for eight years. He is well known in Hongkong, and a large circle of friends will regret to learn of his death.

Many in Hongkong and Canton will be interested to learn that Captain Somerville, formerly of the *Fatshan*, and now commanding one of the China Navigation Company's Yangtze steamers, was in charge of the steamer *Taiung* which was chartered by the Red Cross Society. The *Shanghai Mercury*, referring to the work of this ship, observes:—"The Red Cross people in Shanghai, and Mrs. Brown and Balcan, their agents at Nanking and Chinkiang, are to be sincerely congratulated on the good work they have done for the Nanking troops, and to Captain Somerville of the *Taiung* there must be given a special medal of praise for the difficult and responsible work which he so excellently carried through. It must, indeed, have been a very trying time for the commander of the Red Cross ship working under such difficult circumstances."

H.E. SIR HENRY AND LADY MAY IN BERLIN.

A telegram to the *Ostasiatischer Lloyd* from Berlin states:—

"Lady May and her eldest daughter were the guests of the Kaiser at the Grand Review (Herbstparade) of Berlin, which took place on the 2nd inst. They were accompanied by Consul Voretsch. In the evening they were invited to the Gala Opera."

"H.E. the Governor of Hongkong, who should also have been the guest of the Kaiser on this occasion, has unfortunately been detained at Hongkong by the troubles in China. He will arrive here on the 6th inst."

A later telegram reports the arrival of His Excellency Sir Henry May at Berlin.

THE SIBERIAN MAIL SERVICE.

The mails from London dated August 13th and 16th reached Shanghai at 7.45 a.m. on September 1st and were not delivered in Hongkong until yesterday morning, September 9th. These mails might have arrived in Hongkong on the 6th inst. by the O.S.K. steamer *Panama-maru*, and we have been asked why they were not placed on the first direct steamer leaving Shanghai for Hongkong. We are sorry to say that these things are past finding out.

We see by reference to the Shanghai papers that the *Panama-maru* arrived at Shanghai on the 2nd inst. and left for Hongkong the same day. The *Yachet*, which brought down the mails, left Shanghai on the 3rd inst. She was expected to reach Hongkong on Sunday, the 7th inst., but owing to typhoon weather did not arrive until Monday night.

Thus the London mail of the 13th—the Shanghai official notices, by the way, say 12th—had been about 27 days in transit, instead of about 18 days. If the Government is unable to persuade the Russian authorities to accelerate the dispatch of the mails across Siberia, it ought, at least, to be able to ensure that once the mails reach Shanghai no time shall be lost in dispatching them to Hongkong.

ROYAL HONGKONG GOLF CLUB, FAN LING.

AUGUST COMPETITION.

ROBERTSON CUP. 19 entries.
RUNNING POOL.
J. Clark 81—1 80
Rev. W. H. Foster Pegg 83—0 83
G. N. Orme 103—18 85
P. P. J. Woodhouse 109—24 85
95 entries.

TELEGRAMS. TELEGRAMS.

[["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPAN AND THE NANKING MURDERS.

Tokyo, September 9th.

General Hasegawa, Chief of the General Staff, conferred with the Emperor at Nikko on Monday and a conference of the General Staff was held at Tokyo later.

The Press is very impatient over the indisposition of the Government to take prompt action, but it is pointed out that demands on China cannot be lodged until the full details are known.

[THROUGH REUTER'S AGENCY.]

THE NANKING MURDERS.

THE DEMONSTRATIONS IN TOKYO.

Tokyo, September 9th.

The anti-Chinese demonstrations on account of the Nanking murders are being continued.

The Premier told political deputations that the Government did not intend to mobilise, but would deal firmly with Chinese problems.

LATER.

Reuter's correspondent at Peking wires that the Government has apologised to Japan for the killing of Japanese subjects at Nanking, and has ordered an enquiry.

NEW RIFLE FOR BRITISH ARMY.

WAR OFFICE REPUDIATES WITHDRAWAL.

LONDON, September 9th.

The War Office repudiates the suggestion that the new rifle will be withdrawn. One thousand were issued experimentally. Various defects were reported and these have been remedied, including the excessive heat resulting from sustained firing.

The War Office emphasises that experiments will be continued till the weapon is as perfect as possible.

It is also denied that there was delay in issuing through financial or other causes.

GERMAN EMPEROR AND KING OF GREECE.

BERLIN, September 9th.

The Kaiser has presented King Constantine of Greece with a Field Marshal's baton. In a speech his Majesty said he rejoiced to hand to his royal guest, in the presence of Generals of the German Army, a baton which was won on a battlefield. He recalled the remark of King Constantine in which that monarch attributed Greek successes largely to Prussian military principles which the King and his officers had acquired in Germany. The German Army, the Kaiser said, was proud of such a verdict, recognising that German war science, correctly applied, guaranteed victory.

King Constantine, in reply, thanked Germany for permitting him to acquire the military knowledge which, with the bravery of his troops, had secured success.

GERMAN ARMY MANŒUVRES.

A ZEPPELIN AIRSHIP ACHIEVEMENT.

FRIEDBURG, September 9th.

A feature of yesterday's manœuvres was that the airship commanded by Count Zeppelin destroyed an enemy's aeroplane station and eluded pursuing aeroplanes.

THE THAW CASE.

COUNSEL ACQUITTED ON GAMBLING CHARGE.

COASTTOWN, September 9th.

Mr. W. T. Jerome, who is representing the New York State against Harry Thaw, was acquitted on the charge of gambling on which he had been arrested, and the Court apologised for the humiliation to which he had been subjected.

THE ATTACK ON THE "EMDEN."

APOLOGIES IN BERLIN.

The Chinese Minister in Berlin has addressed a letter to the German Government expressing the regret of the Chinese Government for the attack by the rebels on the German cruiser *Emden* near Wuhu. *Ostasiatischer Lloyd*.

[THROUGH REUTER'S AGENCY.]

SHADOWS OF A GENERAL ELECTION.

LONDON, September 9th.

Political circles do not believe that the holiday will be prolonged. Both parties are ready to flood the country with Home Rule literature, and it is declared that not since the fiscal reform campaign has there been such an outburst of posters and pamphlets. It is asserted that none of the members of Parliament nor the candidates are going on the assumption that the Government will outlive 1914.

The *Daily Chronicle*, however, says it has been informed that the Government is making all plans on the assumption that the present Parliament will survive until 1915. The Government is determined that plural voting shall receive the benefit of the Parliament Act, and is unwavering in its intention to place Home Rule on the Statute Book before it leaves office. It is highly probable that an election will be held before the Irish Parliament is in being, as the day of meeting of that Parliament will be at least a year and perhaps fifteen months later than the passage of the Bill. The Liberals are confident of winning the election of 1915. They are hoping for an accession of strength in the Land campaign, and are believing that the Insurance Act will then be an invaluable asset.

THE LAND CAMPAIGN.

LONDON, September 9th.

Mr. Lloyd George has informed a correspondent that the Land campaign will be inaugurated at a meeting at Bedford on the 11th October.

ANOTHER RAILWAY ACCIDENT.

IRISH EXCURSION TRAIN LEAVES THE RAILS.

LONDON, September 9th.

The Londonderry to Strabane excursion train left the rails at a curve near Donaghadee. Two carriages were overturned. One person was killed and 12 injured. The accident is attracting attention in view of the Aisgill disaster.

THE PRINCE OF WALES.

LONDON, September 9th.

The papers state that the Prince of Wales remains at Oxford until the end of the summer term of 1914, when he expects to qualify for his degree. His Royal Highness will start on a year's tour of the empire with his brother, Prince Albert, in the spring of 1915.

His Majesty the King is anxious that the Prince of Wales should be prominently identified with the Principality, which he wishes to have his residence.

BIG SHIPBUILDING TRANSFER IN PROSPECT.

LONDON, September 9th.

Messrs. Harland & Wolff are negotiating for the purchase of Messrs. Workman & Clark's south yard at Belfast. This will be a valuable acquisition to the former, who have large orders on hand beyond the ships at present building in Belfast and Glasgow. It is announced that if the deal is successful, the sellers could acquire land in Belfast for any number of building slips.

A DUCAL HEIR.

LONDON, September 9th.

The birth of a son and heir to the Duke and Duchess of Roxburgh has given the keenest gratification in the border county.

INTERNATIONAL YACHTING.

THE AMERICAN CUP.

NEW YORK, September 8th.

A Syndicate which includes Mr. Cornelius Vanderbilt and Mr. J. Morgan is running the defender mentioned in a previous telegram.

HOME RACING.

ST. LEGER BETTING.

LONDON, September 9th.

The betting for the St. Leger, to be run at Doncaster on Wednesday, is as follows:—21 to 3 against Louvois, 5 to 1 against Aghdoe, 10 to 1 against Arda, 100 to 7 against Curragh—all taken; and 4 to 1 against Bachelor's Wedding, 6 to 1 against Roseworthy—both offered.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held at the Board Room yesterday. Mr. D. W. Tratman (President) presided, and there were also present:—Hon. Mr. E. A. Hewitt, C.M.G., Dr. F. Clark (Medical Officer of Health), Colonel Younan (Principal Military Medical Officer), Dr. W. W. Pearce (Assistant Medical Officer of Health), Mr. Chan Kai Ming, Mr. Ng Hon Tsz and Mr. W. Bowen Rowlands (Secretary).

CHOLERA OUTBREAK AT SHAIKIWAN. On August 27th, the Secretary of the Sanitary Board wrote to the Government forwarding the following resolution, which was carried at a meeting of the Board:—"That in view of the recent outbreak of cholera, the Government be requested to expedite and encourage the reclamation of the foreshores at Wan-chai Bay and Shaikiwan."

The reply from the Government, which was submitted at yesterday's meeting, was as follows:—"I am directed to acknowledge receipt of your letter No. S.H.O. 250/13 of the 27th August, 1913, on the subject of an outbreak of cholera at Shaikiwan."

OTHER BUSINESS.

An application for permission to erect an additional conveniences at the University hostel (students' quarters) was recommended to be granted, and the other papers on the agenda were taken as read.

As the *Daily Press* representative retired from the chamber the last remark he heard was, "Very little work here."

"MANNERS AT HONGKONG."

THE CASE OF THE "TAI ON."

Under the above title the *Shipping Gazette* publishes an article strongly criticizing the attitude of the Hongkong Government towards the officers of the British steamship *Tai On*, which was attacked by Chinese pirates, with the result that the officers of the ship were robbed of a large sum in cash and of their clothing and effects. "Our contemporary remarks:—

"In the circumstances they naturally turn to seek the protection of their own country—a protection which the French Government appears at once to have given in the subsequent case of the *Robert Lebrun*. Some measure of sympathy, it may be assumed, they would at least receive, but, so far as may be inferred from a letter addressed to one of their number, the authorities at Hongkong were not even civil to these plundered men. Here is the communication:—

Mr. H. Cornwall.
Sir.—Referring to your letter of 17th inst., addressed to the Hon. A. M. Thomson, I am instructed to inform you that the Government will take no steps in connection with your claim, which they consider is unwarranted, and that any loss you may have incurred is due to your own imprudence in carrying so large a sum of money with you on board the *Tai On*.—I have the honour to be, sir, your obedient servant,
BASIL TAYLOR, Commander, R.N., Harbour-master, Hongkong."

We need waste no words on this precious epistle, which obviously stands out as a piece of calculated rudeness. The complaining ship's officer is told that the Government of Hongkong flatly declines to have anything to do with his claim because "any loss you may have incurred is due to your own imprudence in carrying so large a sum of money with you on board the *Tai On*." There is, it will be noticed, not a single word of regret, in effect:—"You are a fool, and you deserve to lose your money."

"It is a pity that Mr. Thomson, the harbour-master did not go a little further. What would have been prudent conduct on the part of the master and officers of the *Tai On*? Why should they not tell us? They say that so many dollars mean imprudence, but they do not say how few dollars would be consistent with prudence. Can they not oblige with a scale for the guidance of ship's officers in the future? Again, there is the question of wardrobe. What is the minimum number of suits of clothes which, within the limits of prudence, a ship's officer can take with him in Chinese waters? Should he confine himself to the clothes in which he stands upright, to a five-shilling waistcoat and a few tails in his pocket, and may he then be sure that that meagre instrument of British justice, the Government of Hongkong, will give him the support, the sympathy, and the courtesy to which he is entitled as a British subject? Or would the ship's officer in such circumstances be told that his claim was altogether too trifling for Mr. Thomson and the harbour-master to bother about?"

"We confess we are unable to answer any of these queries. On the whole, and if this case is any criterion, we should think an aggrieved ship's officer at Hongkong would be well advised if, in laying a complaint before the Hongkong Government, he were to intimate that he was sending a copy of it to the Foreign Office in London, as well as to his shipmasters' association in this country. It is as well that a Government like that of Hongkong should know that the protection of the person and the property of British subjects is not wholly dependent upon its caprice, or the very imprudent views it may entertain about other people's imprudence."

I see, says a writer in the *Byzander*, that certain of my contemporaries who were well in the thick of the Marconi affair now refer to the Sibir party, and to Mr. Lloyd George. Remembering that the transaction was not in English Marconi's I shall content myself with speaking of Sir Rufus Isaacs.

THE COCAINE AND MORPHINE CASE.

OPENING OF THE DEFENCE.

Before Mr. N. Orme, at the Magistrate's court, yesterday, the hearing was resumed of the case in which George Leopold Duncan, of Messrs. MacEwen, Frickel & Co., stands charged with being in unlawful possession of 188 lbs. of morphine and 519 ounces of cocaine.

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted, and Mr. P. W. Goldring appeared for the defence.

Inspector Wilden was recalled at the request of Mr. Goldring, and explained the position of the photographic plates in defendant's office. He said that they were behind where he usually sat, and also on the window sill. He did not mean to say that they were concealed at all. The witness also produced the Government Analyst's reports on the contents of the cases and bottles. The bottles were found to contain cocaine, and the tins were filled with morphine.

Mr. Goldring said that the defence in this case was that Messrs. MacEwen, Frickel & Co., of which firm Mr. Duncan was the sole partner in Hongkong at the present moment, knew nothing whatever about this consignment which formed the subject matter of the charge. He proposed to prove to his Worship that on the 8th and 19th of August two shipments marked "S. & Co." and "B. & Co." arrived by the steamers *Belgravia* and *Scandia*, consigned to the Po Hon Company, Ltd., of Canton; that these cases were taken delivery of by an agent of the Po Hon Company of Canton—and he would produce the bills of lading in the custody of the Hamburg-America Linie, shipped by the Po Hon Company, Ltd., and one Leung Kam Tong; that the Canton compradore of Messrs. MacEwen, Frickel & Company employed a man named Leung Kam Tong as a broker in Canton; that he (the compradore) was requested by this man to allow certain goods to be stored in a private godown, such as that of Messrs. MacEwen, Frickel & Company's premises. He would further prove that it was not altogether unusual for the Canton compradore to have cases stored in transit, and in fact, in some cases, to be re-packed on their premises, and that on this particular occasion—in respect of these particular cases—on the Thursday preceding the seizure, some cases, the number of which his client did not know, and could not check, were brought in shortly after five o'clock, after Mr. Duncan had left the office; and that the office coolies, on the instructions of the Canton compradore, stored these cases in the passage-way, outside the strong-room. It would be given in evidence that certain persons, including the man Leung Kam Tong, returned, and that the office coolie was asked where the cases could be re-packed. He said he did not know, or words to that effect, and eventually he was induced for a consideration to allow these men to use the strong-room for the purpose. He would also prove that the packing continued on the Friday night, and that on that night there was a certain amount of hurry about the operations, as Mr. Duncan was expected back at 9 o'clock. He would prove that the office boy gave the key of the strong-room to the man Leung Kam Tong. Mr. Goldring then dealt with the arrival of the Inspector on the Saturday, as detailed in evidence below, and declared that Mr. Duncan knew nothing about the cases at all.

His Worship called Mr. Goldring's attention to a point of law as to whether the defendant would not be liable for any goods stored on his premises, and for an act of his servant, and Mr. Goldring said he thought he would satisfy his Worship that there was no special provision in the laws making the owner of the premises liable. Unless the office boy was acting within the scope of his authority in allowing the cases to be stored, the employer could not be held to be responsible.

The defendant (sworn), said he had been a merchant in Hongkong for the past 29 years, and was now a partner in Messrs. MacEwen, Frickel & Co. His firm had held licences for cocaine and morphine for many years—for the latter up to March of this year and for cocaine up to 1911. The firm had also had spirit licences and arms and ammunition licences in Macao. They had been in their present premises for about six or seven years, and there was a branch on the Shumuen at Canton. They had compradores at Canton and Hongkong. The name of the former was Leung Lai Ting and the latter Wong Kit. On the 23rd August Inspector Wilden came to the office and said he had a warrant to search the premises. Witness said, "Yes, certainly, with pleasure." The officer did not at that time ask for any keys. After a cursory glance round witness' desk, the officer went to the passage-way, where the surplus stock was stored. He began

to examine marks on cases in the passage-way, and witness had the impression that he was looking for something special. Witness asked him if there were any special marks he was looking for, saying he could probably assist him. He said, "Nothing special. I am having a look round." The officer subsequently said he would like to see the strong-room, and witness called the compradore for the key to the door. There were two keys to this door, the compradore holding one and the office boy the other. He called the compradore because he was nearest. The office boy held the key to the room with witness' consent. The keys of the office, witness thought, were ordinarily kept in the locks of the doors. Servants' quarters were at the back, and as far as he knew the office boy was the only one who slept in the office. In regard to the strong-room, it was used for the storage of sundry office papers and old records. The premises were formerly occupied as a bank. Witness seldom went to the strong-room, and if he required any old book for reference he called the office boy to go there. Witness had no key to the room himself. It had never been used for the storage of goods to witness' knowledge. It was closed by a very heavy door, and an inside gate which was locked. After receiving the key from the compradore, Inspector Wilden and witness turned up the light. The place was in confusion, and witness was surprised at what he saw. Even when witness had a licence the strong-room had never been used for storing or packing. Latterly all packing of cocaine and morphine would be under the supervision of the Imports and Exports Department. Mr. Wilden picked up certain tins and opened certain cases, and found cocaine in some sardine tins. The cases were marked "B. & Co." after certain amount of inspection the officer asked witness if these cases were his property, and witness answered in the negative. Witness went to the compradore, and afterwards said, "I am afraid you will have to hold me responsible in the meantime," or words to that effect. Inspector Wilden said it was "an arresting matter," and witness said, "All right." The officer telephoned for Mr. Hutchison, and subsequently all the cases and tins were removed to the Police Station. Mr. Wilden asked witness to unlock a cupboard in the strong-room, and the office boy answered witness' call and opened it. After tiffin witness went to the godown man to get information about the goods, because the Hongkong compradore said he knew nothing about them. The godown was locked and there was no one there. Witness returned to his office and questioned the office boy about the matter. He gave witness certain information and as a result witness telegraphed to the Canton compradore to come down at once. He came down on Sunday evening, and witness received information from him regarding one Leung Kam Tong, who was connected with the Canton office. Witness told him to return and find out all he could about this man, and to endeavour to bring him down, but the man had absconded. Witness made certain enquiries, and ascertained by what steamers goods bearing marks like those on the cases produced arrived. Witness was an enthusiastic amateur photographer, and had a special consignment of photographic plates for himself. They were all unpacked, some lying on the desk and others on the front window-sill. Witness did not notice that any were missing until Mr. Wilden held up a box or two. The plates were his own property, and had nothing whatever to do with the firm. His firm had no business in cocaine or morphine at the present time at all, nor would anybody employed in the firm deal in them with their consent. It was not the custom of the firm to warehouse goods of other firms, and for goods to be brought in by the Canton compradore was most unusual.

CROSS-EXAMINATION.
In cross-examination by the Crown Solicitor, the defendant said the office boy mentioned in the case had been in his employ for about eight or nine years. He could not say what salary he received a month, as the compradore had the list. He thought it would most probably be about \$12 or \$15. He did not receive \$40. He spoke a little "pidgin English," and would be called as a witness. The strong-room was constantly in use, and the inside gate was always locked with a padlock. The office boy only possessed the key to the strong-room to witness' knowledge, but he had since ascertained that he had the key for a cupboard inside the room. Witness had seen two separate keys for the room, but he could not produce them, as Leung Kam Tong had taken one away with him, with other keys. He could give no reason for the man taking the keys away, and thought he probably took them away in the confusion. The office boy told witness that the man took the keys away.

The Crown Solicitor—Assuming you knew this was going on in your office, would you have allowed it to continue?—Certainly not.
You, as manager, I suppose are well aware of the cases which arrive at your office?—To a certain extent. We—
No. You yourself, not "we"?—Occasionally.
And where are these cases put as a rule?—Most of them go to the Duddell Street godown. We have also a small room lending out of the office, for use as a temporary godown. It is only on occasions of extreme pressure, like the present, through the Canton trouble, that we store cases in the passage-way or office.

You would know that these cases were there?—Yes, I should see them as I pass along to the compradore's room.
Do you visit the compradore department very often?—Yes.
And Wong Kit (the compradore) is nearly always in himself?—Nearly always. He is seldom absent during business hours.
Many of your staff or the compradore's staff were dealing in this illicit traffic would you dismiss them?—Oh, yes.
Now, did the office boy speak to you about this matter before the stuff was found?—No.

Your contention, remember, is that he secretly let them in and told the people where they could pack morphine and cocaine?—Yes.

Have you had trouble with the office boy before?—No.
I suppose you have dismissed him?—No, not yet.

It depends how this case goes?—No. Why should the office boy do this thing and say nothing to you about it?—Witness did not reply, but laughed broadly.

It is a rather serious matter, is it not? Why should the office boy tell you anything about it at all?—Because I tackled him about it.

And then he told you the whole story?—Yes.

You did not suspect anybody else on your staff, did you?—I would not like to admit I did not. I have no proof.

Do you say your compradore at Canton is implicated?—No, not to my knowledge. Do you deal with this Po Hon firm?—No, I do not know them.

They are friends of your office boy, I suppose?—I hardly think so. I do not know.

Can you explain to me why these strange people should go and cart this stuff into your office?—No, I cannot explain. I am not quite sure whether the man who brought the cases is a friend, a relative or a servant or anything else of the Canton compradore.

But you say the Canton compradore is not implicated. Why should the Canton compradore give permission? Why should they not approach the Hongkong compradore?—Probably they knew the Canton compradore better.

Probably! You do not know? We are not dealing in probabilities. Where was the Canton compradore at this time?—Up and down between Hongkong and Canton.

The first consignment arrived on the 8th, and was stored at the office on the 21st?—Yes.

Where were the goods stored from the 8th till the 21st?—I do not know.

Did not the Canton compradore tell you?—No.

You do not know where the cases arriving on the 19th were stored until the 21st?—No.

They must have been stored somewhere?—Yes.

Now I want you to explain why the cases were stored in the office?—Well, I suppose it was because everybody knew that the godowns were absolutely full.

So these strange people came to this strange office and stored them and packed them?—They left eight cases standing in the passage under your very nose.

And then the office boy, knowing that you were in the habit of returning to the office on Friday night, allowed them into the strong-room to repack?

Mr. Goldring protested and said that his friend was cross-examining on his opening and before evidence had been called, and they had no evidence of hours at all as to when the cases were packed.

The Crown Solicitor said he wanted to get Mr. Duncan's views on the matter. He had to justify the presence of these goods there.

Witness further cross-examination. Witness said he was in his office the whole of Saturday morning. He knew now that some cases had been packed overnight and that there were strippings on the floor.

He saw no coolies come and put these cases on trucks. He supposed that the cases must have been taken out of the strong-room in the night and left in the passage till the following morning.

To have taken the cases from the strong-room in the morning with the knowledge only of the office boy. The compradore knew nothing about these cases, and made no note of them. Witness did not think that anybody else had been using his premises before in the same manner. At any rate he had never had any suspicion of any such thing.

The Crown Solicitor pointed out that there were 96 tins found, and that 98 lbs. were missing, and asked him to explain it. Witness said he thought they must have been taken out before, but thought it most probable that there had been another shipment.

The Crown Solicitor—Assuming that there was a third shipment, it would have been kept in your office?—Yes, I believe there must have been three shipments at the same time, but it is impossible for me to say. If you can give me the marks on the cases possibly I shall be able to trace them.

I cannot give you the marks, because I have not got them. My contention is that these tins were got out of your office. Your office boy might have been doing another little trick?—I do not believe it. I think it was all one movement.

Witness denied, in answer to further questions, in regard to a certain seizure of cocaine, that he sent a man along to Mr. Hutchison to confess, neither did he send a man along to explain. He sent the man because Mr. Hutchison wanted to see him in particular. He was a morphine broker, and one of witness' best men.

The Crown Solicitor—I suggest to you, Mr. Duncan, that you and your compradore were having a little gamble in this case?

Mr. Goldring thought that was hardly a proper question, but he would leave it at that.

The Crown Solicitor—It was obviously a gamble, your Worship. We all like a gamble. (Laughter.)

The hearing was further adjourned until Saturday morning.

DIOCESAN GIRLS' SCHOOL.

This evening at 5.30, the new Diocesan Girls' School in King's Park, Kowloon, is to be formally opened.

The Diocesan Girls' School is a descendant from the Diocesan Native Female School which was in existence at least 50 years ago when a Crown Lease of the site of the present Diocesan Boys' School in Bonham Road was granted to the Female School.

In 1866 the name of the School was changed to the Diocesan Female School.

In 1870 the Diocesan Boys' School was started on the same site, and the girls were transferred to "Fairlea" where a very successful school was carried on by the late Miss Eyre and Miss Johnstone and others.

In 1899 under the late Bishop Hoare and Mrs. Hoare it was decided to revive the Diocesan Girls' School as an English School for the education of girls of European and mixed parentage and to confine "Fairlea" to Chinese girls. A lease of Rose Villas (opposite the Boys' School) was obtained from the late Mr. Granville Sharp, and the School was carried on there under the supervision of the Bishop, the Chaplain of St. John's Cathedral, and a Committee of ladies, with Miss Skipton as Superintendent. Recently Rose Villas were sold to Chinese, who proceeded to build a number of houses on the old garden which had formed the children's playground, and this and the extraordinary amount of new buildings in the neighbourhood rendered the site unsuitable for a girls' school.

His Excellency Sir Frederick Lugard was approached with a view to obtaining a new site for the School and took up the proposal with much sympathy and energy, with the result that finally the sanction of the Secretary of State was obtained to the grant of 35,000 square feet of land at the Western edge of King's Park, Kowloon, in the angle formed by the junction of Gascoyne and Jordan Roads.

The question of building funds was then considered by the Committees of the Boys' and Girls' Schools, and in February 1912 the Committee of the Diocesan School and Orphanage, recognising that the education of girls was as much within its scope as that of boys, decided to contribute \$10,000 out of its reserve fund towards a building fund. In making this contribution the Committee was influenced by the fact that whilst the Boys' School had been enjoying the advantage of the land and buildings originally granted to the Diocesan Female School rent free for many years, the Girls' School had been handicapped since its commencement by the payment of a heavy rent.

The Government also promised a Building Grant under the Education Grant Code of not more than \$10,000.

Mr. A. Dyer, of Messrs. Leigh & Orange, designed the new buildings including a principal's house, dormitories, school rooms and sick wards, but owing to a claim put forward by the Military Authorities operations were delayed for nearly nine months.

Finally it was found necessary to pay to the Military Authorities a premium of 12 cents per square foot for the land, and it was decided to proceed with a part of the original design only, and in the beginning of November last a contract was signed with Yik Loong to erect the building for \$39,000.

To this must be added cost of
Land 4,125
Architects' Commission about 1,950
Making a total of \$45,075

Or allowing a margin for contingencies \$47,000.

It was found necessary to transfer the contract from Yik Loong to Messrs. Wong Tong Kee and Cheung Kam Po who took up the work with great energy and succeeded in completing the school at the end of August, when the Superintendent and staff transferred from their old home in Rose Villas to the new building.

Thanks are due to the Architects for reducing their commission, to the China Light & Power Co. for installing electric light at cost price and charging a reduced rate, and to Messrs. Lane, Crawford & Co., and Messrs. C. E. Warren & Co., for reduced charges.

The Building Committee is composed of representatives of the Boys' and Girls' Schools and consists of the Bishop, the Chaplain of St. John's Cathedral, Mrs. Montague Harston, Mrs. Tisdall, Miss Skipton (the Superintendent) and Messrs. Henry Humphreys, G. F. Arcott and F. B. L. Bowley, the last named being selected as Honorary Treasurer. A list of subscriptions has been forwarded to us for publication: the total amount collected to date is \$10,176.47. The list will appear to-morrow.

The building occupies the Western end of the triangular site, and is designed so as to be capable of extension along the Northern side of the site so as to form an L shaped block. It is built in two stories and consists of a large central hall 74 feet by 30 feet on the ground floor, divided into three large rooms by being partitioned, or capable of being used as a single hall.

This hall is well lighted on both sides by French windows opening on to the verandahs, and at both ends from large bay windows. In the centre of the

West side is a small private glass room. At the South end are the Superintendent's quarters which have a separate entrance and consist of waiting room, sitting room, two bed rooms and bath rooms. Behind these are the kitchen, pantry and two large drying rooms or store rooms heated by the kitchen flue.

At the North-East end of the great hall are the main entrance and principal staircase and two sitting rooms for the Matron and teachers.

On the first floor are 3 large airy dormitories, two of which are 20 feet by 30 feet and one 30 feet by 30 feet, and 3 small bedrooms over the great hall, and a sick ward and a teacher's bedroom over the teachers' sitting rooms.

All the dormitories are accessible from the East and West verandahs by French windows as well as communicating internally so that the control by the Matron and teachers is very complete. All the rooms are lofty and well lighted and ventilated. In a separate block at the North end, connected with both floors by covered ways, are the night and day lavatories, wash room and amahs' room. The male servants are accommodated in quarters at the South West corner of the site communicating by a covered way with the kitchen and pantry.

In the garden, which is enclosed by a wall to secure its privacy, is a full-sized croquet tennis court, and sufficient grass plots to provide ample playground in fine weather, whilst the verandahs are suitable for recreation in extreme heat or rain.

The upper floor of the building will accommodate 60 or 70 boarders, 4 teachers, a matron and superintendent.

The schoolrooms (excluding the dining room) contain an area of about 1,600 square feet, providing sufficient seating accommodation under the regulations of the Education Code for 150 girls.

The walls are of red brick plastered and colour washed, the schoolroom floors of Mirabou hard wood on concrete, the floors of all the other rooms of teak, whilst all verandahs, bath rooms, lavatories, &c., are laid with Belgian tiles on concrete. The rooms on the ground floors have no ceilings, the upper floors are carried on steel joists, and the upper rooms are ceiled with wood under a pitched roof.

All woodwork, except the sliding partitions and headrails which are dull polished, is painted white internally and green externally, and the walls are overwashed a light shade, giving the whole building an appearance of airiness and coolness. The whole building is lighted throughout by electricity supplied by the China Light and Power Co., Ltd., the water service was installed by Messrs. C. E. Warren & Co., and all the brass furniture of doors, windows and shutters was obtained from England.

The fees are arranged so as to render the school generally self-supporting if no allowance is made for cost of land and building, but as orphans and children of indigent parents are received either free or at reduced rates it is necessary for the Committee to appeal to the charitable public for support of these cases, as the school has no endowment.

It may be safely stated that the majority of schools in the Old Country and this Colony, except purely private schools run for personal profit, are housed in buildings which have either been given or erected by public benefactors, or out of the public revenue, so that (apart from the provision for orphans above mentioned) the Diocesan Girls' School should not be described as a "Charity School," and no parents should refrain on that ground from availing themselves of the first-class English education provided by this school in a refined environment and a Christian atmosphere.

ANOTHER STARTLING CRIME AT SHANGHAI.

AN ALLEGED POLITICAL PLOT.

A startling case of murder, in the circumstances of which strong suggestions of political assassination occur, is reported in the *N.C. Daily News*. The crime was committed in Chungking Road (near Great Western Road), and the case came to the notice of the police through the information of a countryman who found the body of the victim lying on a piece of waste land near an alleyway. It was reported that the deceased man had been one among a number of soldiers walking along Chungking Road, and that a quarrel broke out, in the course of which revolvers were drawn and the deceased received a number of wounds. Upon the matter being investigated by the police, it assumed a more important aspect than was suggested by the first intimation of a common street brawl.

A Chinese police constable was called to the scene by the countryman who discovered the body, and the constable found that the man was alive, and in a semi-conscious state, though suffering from more than twenty wounds. He was even able to answer a few questions which were put to him, and his answers must have an important bearing upon a case which at present is somewhat of a mystery.

THE DYING MAN'S CHARGE.

Asked by the constable who he was, the deceased replied: "A member of the Kuomintang," and to the question as to who had attacked him, his answer was: "An emissary of Yuan Shih-kai." The deceased afterwards gave his own name as Tsai, and added that of his assailant was Tsang, a man whom he knew well, and with whom he was walking at the time he was set upon. As quickly as possible Tsai was removed to St. Elizabeth's hospital in Avenue Road, but he died before the hospital was reached. The motive of the crime could not have been robbery, since the deceased had \$96 in his pockets when found by the police. He had been frightfully wounded. Over twenty shot wounds and cuts were told by the surgeon who examined the body. There were four incised wounds across the chest, four revolver penetrating the chest, and four on the lower part of the back, besides others on various parts of the body. The bullets extracted were all of the calibre used in a Browning automatic pistol. These facts strongly suggest a

concerted attack by several persons, but only the vaguest information as to how the murder was committed has been so far obtained.

Information has been given with reference to one man concerned, and he is said to have returned to the native city immediately after the occurrence. An inquest on the body was opened yesterday morning at the Public Mortuary by Magistrate Kwan and Mr. Garstin (British Assessor), and the proceedings were adjourned.

ARMY AEROPLANE RECORDS.

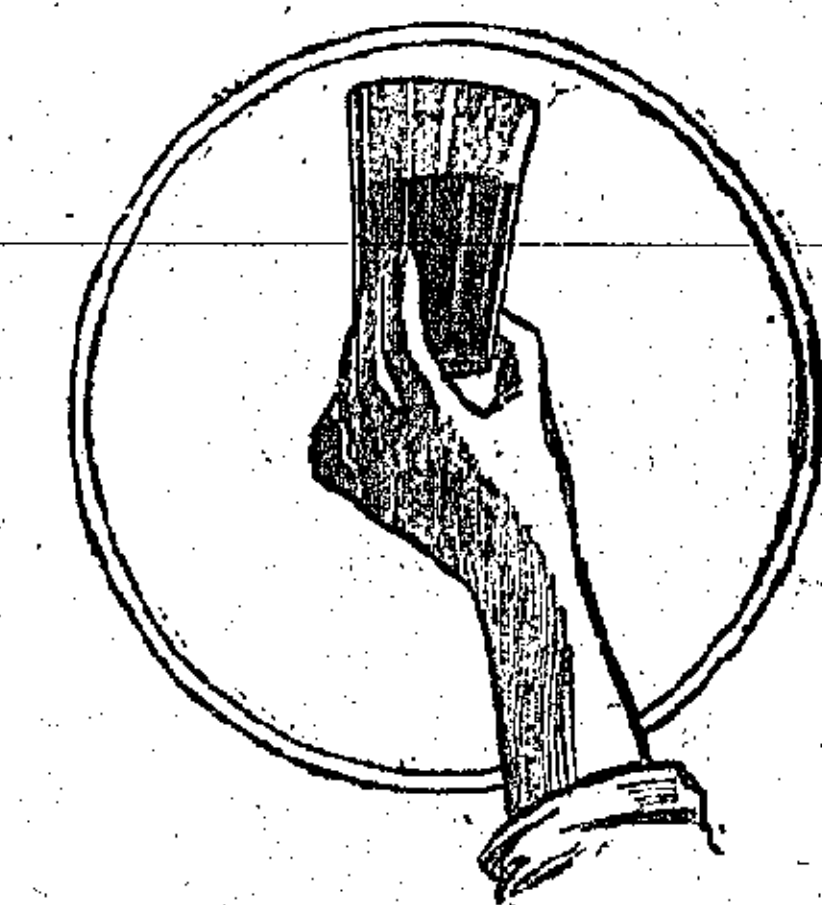
COLONEL SEELY'S REPLY TO LORD CHARLES BIERESFORD.

Parliamentary papers recently contained a question, by Lord Charles Bieresford to the Secretary of State for War, asking what is believed to be the longest possible non-stop flight, measured both by time and by mile, that the best of the military or naval aeroplanes are capable of, carrying not less than two persons, including the pilot; what is the longest distance flown in one non-stop flight by an Army or Navy aeroplane carrying two people, including the pilot, and the longest time that an Army or Navy aeroplane has remained in the air carrying two people including the pilot.

Colonel Seely stated in reply that B.E. 2 machines are fitted with fuel for approximately four hours' flight, about 250 miles in still air. The flight carried by an officer of the Royal Wing, without landing, is 240 miles, which took 4 hours. Another officer, unaccompanied by a passenger, flew about 516 miles in one day. His actual flying time was 6 hours, and he landed twice for fuel. In reply to the last part of the question Colonel Seely states that the time for an army aeroplane is 4 hours.

INTIMATIONS

THE BEST THE BREWER'S BREW



GUINNESS'S "WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON, 14, QUEEN'S ROAD CENTRAL.

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.

TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD., SHANGHAI.



NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 38. Telephone No. 12.
Telegraphic Address: "Press." Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

ESTATE of the late MAJOR C. M. FLEURY, Royal Army Medical Corps.

ALL Persons having Claims against the above Estate are directed to submit them to the President, Committee of Adjustment, Military Hospital, Kowloon, not later than the 10th of October, 1913.

No Claims submitted after that date will be considered.

A. McMUNN, Major, R.A.M.C., President, Committee of Adjustment, Hongkong, 10th September, 1913. [1056]

CHARLES MAXFIELD, of York, England, deceased, and THE ESTATE INVESTMENT AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company and Charles Maxfield in respect of the Dwelling-house number 16, Pilgrim Street, York, England, or the profits thereof under the Will of CHARLES MAXFIELD, late of Lowther Street, York, England, Farmer and Cattle Dealer, who died on the 23rd April, 1874 (to wit, Sarah Ann Verity (step-daughter) or her lawful issue, or Testator's Nephews and Nieces), are required on or before the 21st day of October, 1913, to send their Names and Addresses and Particulars of their Debts or Claims and the Names and Addresses of their Solicitors, if any, to JOHN CHARLES WORTH WHITMAN, of 38, Wellesley Mount, Leeds, England, the Liquidator of the said Company, and if so required by Notice in writing from the said Liquidator are by their Solicitors or Personally to come in and prove their Debts or Claims at such time and place as shall be specified in such Notice or in default thereof they will be excluded from the benefit of any distribution made before such Debts are proved.

Dated this 23rd day of July, 1913.
J. C. WHITMAN, Liquidator.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU"

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on THURSDAY, 11th inst., at Noon, will be landed at Consignee's risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 11th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 22nd inst.

All Claims must be filed on or before 25th inst., otherwise they will not be recognised.

S. MORIMOTO, Agent.

Hongkong, 9th September, 1913. [1055]

S.S. "PAUL LEONAT"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or s.s. "Briton" and "Normand" from Havre, or s.s. "Normand" and "Bordeaux" from "Ville de Constantin" and "Ville de Cetta" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuable articles being landed and stored at their risk into the Godowns and or other hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after 15th inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th inst., or they will not be recognised. All damaged packages will be examined on 15th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE, Acting Agent.

Hongkong, 8th September, 1913. [2]

"SHIRE" LINE OF STEAMERS, LTD.

FROM EUROPE, COLOMBO AND STRAITS.

NOTICE TO CONSIGNEES.

THE Steamer "RADNORSHIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 15th inst. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATTHEW & CO., LTD., Agents.

Hongkong, 9th September, 1913. [49]

NEW ADVERTISEMENTS



QUEEN'S COLLEGE.

TERM begins on TUESDAY, September 16th.

New Boys will be examined for admission on SATURDAY and MONDAY, the 13th and 15th September, respectively, from 9 A.M. each day.

HEAD MASTER.
Hongkong, 10th September, 1913. [1053]



VICTORIA BRITISH SCHOOL.

THIS SCHOOL for Children (all ages) of British and European Parents only, RE-OPENS on MONDAY, 15th inst.

For particulars, apply to H. A. COX, M.A., Headmaster.

Hongkong, 10th September, 1913. [1059]

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE 1914 MEETING.

MEMBERS' List of Subscribers are required to send their Names to the Undersigned as soon as possible. Lists will be found at the HONGKONG CLUB and at the JOCKEY CLUB'S OFFICE.

H. P. WHITE, Acting Clerk of the Course.

Hongkong, 9th September, 1913. [1060]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE"

Captain Whalley will be despatched as above on MONDAY, the 29th September.

For Freight and passage, apply to ARNOLD, KARBURG & Co., General Agents.

Hongkong, 10th September, 1913. [1061]

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATE No. 6003 for TWENTY-FIVE (25) SHARES

numbered 77727 to 77751 inclusive fully paid-up, standing in the Register in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandria Buildings, Des Voeux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 23rd August, 1913. [1001]

HONGKONG CLUB.

NOTICE.

THE TWENTY-FOURTH HALF-YEARLY DRAWING of 65 DEBBENTURES (1898 issue) of the HONGKONG CLUB.

Payable on TUESDAY, the 30th September, 1913, will be held in the Club House at 11 o'clock A.M. on FRIDAY, the 19th September, 1913.

Boards of Debitures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary.

Hongkong, 9th September, 1913. [1050]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors, J. McCUBBIN, Acting Local Secretary and Resident Engineer.

Hongkong, 9th August, 1913. [953]

KULANGSU MUNICIPAL COUNCIL, AMOY.

APPLICATIONS are invited for the position of SECRETARY, and INSPECTOR OF POLICE to the KULANGSU MUNICIPAL COUNCIL, AMOY.

Applicants should state their age, whether married or single, and should give full particulars on the subject of their previous experience. A Good Working Knowledge of Accounts is desirable.

Copies only of testimonials need be sent in with the application.

The successful candidate will Assume Office on January 1st, 1914.

He shall perform all the duties of Secretary, and of Inspector of Police and he will have no European Assistant.

The maximum salary to be paid to such Secretary will be \$550 (Amoy Currency) per month, with an annual increase of \$25 per month to a final maximum of \$575 per month. He will be provided with uniform, light, fuel, and also quarters. The quarters will be in the Municipal Building, and must be occupied by the Secretary appointed.

Applications must be endorsed "Appointment of Secretary" addressed to: The Chairman, KULANGSU MUNICIPAL COUNCIL, AMOY, and should reach Amoy not later than September 30th, 1913.

By Order of the Council, Kalangsu, Amoy, 24th July, 1913. [347]

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

BY BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES

BRASS INSTRUMENTS AT

HALF-PRICE.

A few of the Bargains are mentioned below:—

PIANOS

USUAL PRICE. SALE PRICE

Ebony Solid Mahogany by Challen & Son \$575 \$475

Solid Mahogany Cottage by Collard & Collard \$550 \$450

Ebony Solid Mahogany Cottage by Collard & Collard \$600 \$500

Ebony Solid Mahogany Cottage by Broadwood \$600 \$500

Ebony Solid Mahogany Cottage by Broadwood \$700 \$600

Solid Oak with Folding Doors by Broadwood \$750 \$600

Ebony Solid Mahogany by Broadwood \$1,300 \$1,000

Ebony Upright Model by Dörner & Sohn \$750 \$600

Ebony Solid Mahogany by Dörner & Sohn \$1,150 \$970

MUSIC.

VOCAL SCORES:—USUAL PRICE \$4.50, SALE PRICE \$1.00 EACH.

SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE \$1, SALE PRICE 50 CENTS EACH.

SOILED SHEET-MUSIC 20 CENTS PER COPY. 6 FOR \$1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & Co.

PEEK, FREAN & CO.'S

CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—

WING ON Co. SUN Co.

SINCERE Co. CHEN KWONG.

KWONG HIP SHING. M. Y. SAN.

KWONG WAH. M. ALLISON.

KWONG FOK CHEONG. SAN KWOK MAN.

AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PAT-A-CAKE. LEMON PUFF CREAM.

SHORTCAKE. CLOTTED CREAM.

TEDDY BEAR.

Other well-known Biscuits such as Marie, Petit Beurre, Milk, Nice, Osborne, etc., are also made by us and sold at Prices which compare favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:

MACEWEN, FRICKEL & Co.

1st May, 1913. HONGKONG AND CANTON. [392-3]

TO LET

TO LET.

(From 1st July, 1913.)

N^o. 2, MOUNTAIN VIEW, THE PEAK.

Apply—LINSTEAD & DAVIS.

Hongkong, 10th June, 1913. [780]

TO LET.

N^o. 104A, THE PEAK, from 1st November, 1913, Partly Furnished.

Apply—S. J. DAVID & Co., Prince's Building.

Hongkong, 9th September, 1913. [1061]

TO LET.

HOUSES in TORRES BUILDINGS, KIMBERLEY ROAD, KOWLOON, from the 1st October.

Apply to—SPANISH DOMINICAN PROCUROTOR.

Hongkong, 27th August, 1913. [1012]

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornwall Avenue, Kowloon.

No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 12th August, 1913. [934]

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—A. S. WATSON & Co., Ltd.

Hongkong, 22nd August, 1913. [985]

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.

No. 5, STEWART TERRACE, PEAK.

Apply to—M. J. D. STEPHENS.

Hongkong, 17th July, 1913. [722]

TO LET.

N^o. 116, PEAK, "LEWKNOR" Furnished or Unfurnished, 5 ROOMS.

"BOGATE," Austin Road, Kowloon, from 1st October.

MERION, No. 10, PEAK, Furnished or Unfurnished, 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913.) No. 1, GOUGH HILL, No. 103, PEAK, BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.

For Sale. "LADBROOKE," No. 9, Conduit Road, Pine View of Harbour, 8 Rooms, 2 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 9th September, 1913. [64]

AUCTIONS



PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of September, 1913, at 3 P.M. at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of Two Lots of CROWN LAND at Wong Nei Chong Road and Tai Hang Village respectively in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot No.	Locality	Boundary Measurements	Cont. Area	Annual Rent	Upst. Price
1	Inland Lot No. 302, Situated at Wong Nei Chong Road	150 feet by 150 feet	22,500 sq. ft.	22,500	22,500
2	Inland Lot No. 301, Situated at Tai Hang Village	150 feet by 150 feet	22,500 sq. ft.	22,500	22,500

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East.

New School-House by the sea. Recreations—Swimming, Boating, Cricket, Football, etc.

For terms apply to the Headmaster, HERBERT L. BEER, L.C.P. 1055.

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Rutton & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907]

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,700,000

RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 14th April, 1913. [137]

NEDERLANDSCH-INDISCH HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (£2,500,000)

Paid-up Capital Fl. 17,407,000 (£1,450,583)

Reserve Fund Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKER

THE WILLIAMS DEACONS BANK, SWISS BANKING CO.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager.

No. 3, Des Voeux Road Central.

Hongkong, 13th August, 1913. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.



When the teeth are cleansed with Odol the whole mouth is rejuvenated as the body is by a bath.

MASSAGE.

SKILFUL Safety in the General or Electric.
Miss MORITA,
Care of NIMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier,
Hongkong, 8th May, 1913. [552]

FOR SALE OR TO LET.

TWO LARGE HOUSES in GAGE STREET, FOUR STORIES, Eight Rooms and Servants' Quarters.
For full particulars, apply—
T. M. E.,
Care of "Daily Press" Office,
Hongkong, 6th September, 1913. [1043]

FOR THE SUMMER MONTHS SPECIALITIES

**CORNER OX TONGUES,
CORNER BEEF,
CORNER PORK,
PRESSED BEEF,
GERMAN SAUSAGES.**
These are a few of the delicacies offered for sale by
THE DAIRY FARM Co., Ltd. [28]

GRACA & CO.

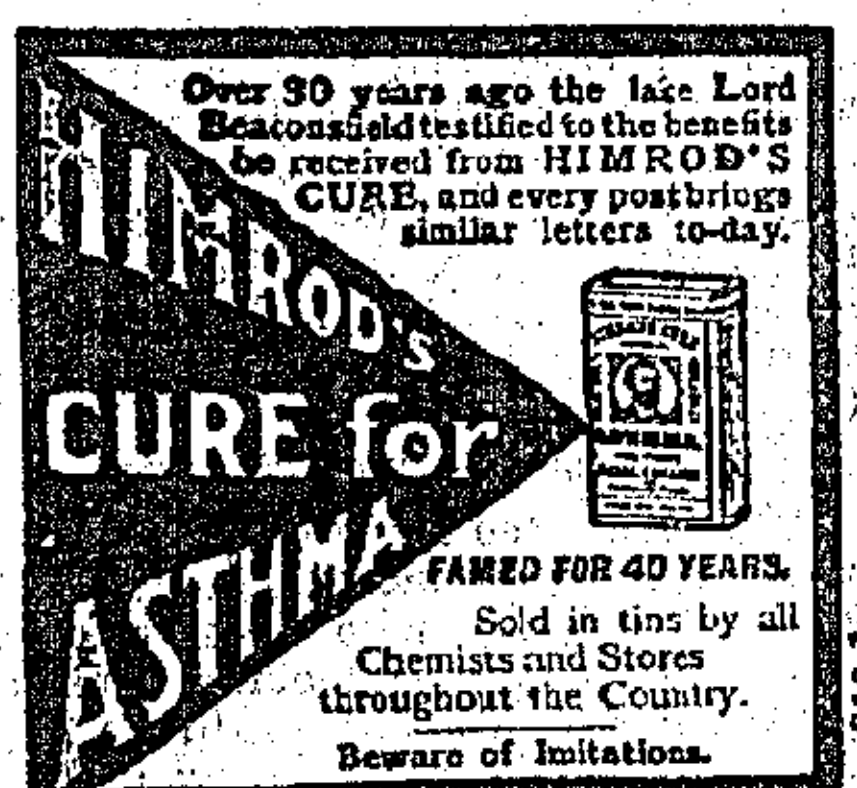
PEPPER ST. (Hongkong Hotel Building).
Dealers in
**POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS,
TOYS, &c.**
Just Received
**FRESH SUPPLY OF
VEGETABLE SEEDS.** [182]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.
**STYLISH BATHING DRESSES and
CAPS.**
**FINEST VOILES, STRIPED, FLOWERS
and FANCY.**

**FINEST MUSLINS, PLAIN and DOTTED,
EMBROIDERED MATERIALS, &c. &c.**
You will find Our Range Incomparable for
Quality, Style and Prices.

HOOSAIN-ALI & Co.,
1c, D'AGUIAR STREET,
Hongkong, 26th June, 1913. [45]



APIOLINE (CHAPOTEAUT)



LADIES' SAFETY
For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
T. aser, St. Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists. [123-3]

INTERPORT SWIMMING.

SHANGHAI'S VICTORY.

The mail yesterday brought the Shanghai papers containing reports of the final day of the Interport Swimming contests on August 30th. We take the following from the *N.-O. Daily News*:—

A CLOSE FINISH.

Not for a long time has Shanghai been so interested in swimming as on Saturday evening when the Inter-Polo-Gala between the Settlement and Hongkong was brought to a conclusion. The building was crowded from end to end, and throughout the greatest enthusiasm prevailed. Feeling ran very high, especially towards the close when with only the water-polo game remaining Hongkong was credited with 27 points and Shanghai 24. The polo game carried with it seven points. The Hawaiian Band, from the Carlton Cafe, was in attendance, and the bath, in addition to being beautifully decorated with lanterns and bunting, was draped at the shallow end with the flags of the two contesting ports.

AN UNFORTUNATE INCIDENT.

Only one unfortunate incident occurred to mar the proceedings, and that was in the 440 yards Interport Championship. C. J. Cooke, of Hongkong, finished two lengths earlier than he ought to have done through being misinformed of the remaining distance that he had to traverse. The mistake is not easy to understand, as the competitors should certainly have been clearly informed by the officials of the exact number of lengths they had to cover. One of the judges suggested that Cooke might have continued, but the Hongkong man had lost pride of place to Berthet, and it is not so easy as some people imagine for a swimmer to give up in a long distance race, and immediately afterwards pick up the stroke, much less make up lost ground.

The race was somewhat shorn of interest by the fact that J. C. Finch, of Hongkong, won with all the ease imaginable, and furthermore that only he and R. Berthet, the Shanghai representative, finished. N. H. S. Alves, Shanghai, took the water, but gave up at the completion of the fourth length. But for Cooke finishing at the wrong moment it is very unlikely that Shanghai would have been placed. However, Finch finished a full length ahead of Berthet, his time being returned at 6min. 50sec.

The Interport team race over one length gave Shanghai a most decisive victory. From the very outset the Settlement swimmers were always in the lead and when E. V. Petherstonhaugh and J. C. Finch entered upon the final length, the former had at least three yards start and he won by about five yards. The time was given as 2min. 13sec., and if correct it works out at an average of 19sec. per man, truly fine sprinting for this part of the world.

THE POLO GAME.

Intense excitement prevailed when the polo came on, for a win to either side would secure the coveted flag. Shanghai refused to divide the points in the event of a drawn game, and it was decided that if the scoring was equal at the close that the game should be replayed on a future date. Some difficulty was experienced in securing a referee, and with the mutual consent of Hongkong and Shanghai, Mr. J. V. Walsh was asked to adjudicate. It was not until less than thirty seconds before the close that the issue was decided, and then Shanghai with a wonderfully fine rally secured their third and winning goal. It was a most difficult game to take charge of, for not only were the players excited at the magnitude of the issue, but the crowd of spectators could scarcely contain themselves. Shanghai secured the first goal through E. Berthet, but in the defence of their goal the local men were twice so forced as to concede penalties for fouls. From the ensuing throws Gunnar Colner and Ellis scored, thus giving Hongkong the lead. When the last goal was scored C. W. O. Mayne very foolishly hurled the ball at the referee, whereupon he was promptly ordered out of the water until the beginning of the second half. On changing ends Shanghai played magnificently, and were continually attacking. On seven separate occasions they struck the uprights and the cross-bar of the Hongkong goal, and in a most excellent manner. Occasionally Hongkong came very near to scoring, but Wilson, who was in charge of the Shanghai goal, displayed wonderful form, and was cheered time after time for really splendid saves. Mayne scored the remaining two goals for Shanghai with beautifully directed shots, and thus the Settlement for the first time in their history carried off the swimming flag of Hongkong.

The game was full of interest from beginning to end, and every man on both sides played at the top of his form. The minor events were all very interesting, and most of them provided keen contests. Mrs. Barnes distributed the prizes at the close, and in turn she was presented with a beautiful bouquet of flowers.

A PRESENTATION FROM HONGKONG.

During the proceedings, Mr. Cooke, Captain of Hongkong, announced that his side was presenting to Shanghai swimmers a silver cup as a memento of their visit. The conditions of the race would be decided by the Interport Committee. This announcement was greeted with loud cheers, and shortly after midnight the gala came to an end. The following shows the successes achieved by the respective ports:—

SHANGHAI.

Long Plunge.
Team Race—two lengths.
High Dive—2nd.
100 yards—2nd.
Nest Diving—1st.
440 yards—2nd.
Team Race—one length.
Water Polo.

HONGKONG.

100 yards—1st, 2nd.
High Dive—1st.
Throwing the Polo Ball—1st, 2nd.
500 yards—1st.
Nest Diving—2nd.
220 yards—1st, 2nd.
440 yards—1st.

WM. POWELL LTD.

TELEPHONE 346.

TABLE GLASSWARE.

NEW STOCKS OF TABLE GLASSWARE CLEAR CRYSTAL. —LACE ETCHED— "WESTMINSTER" VARIETY OF PLEASING DESIGNS ETCHED PATTERNS.

STOCKS HELD IN EACH PATTERN.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS DRAGON BRAND CEMENT **HIGH QUALITY BUILDING CEMENT**

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289. [1049]

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Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.

THE SIAMESE ARMY.

AN OFFICIAL STATEMENT.

The Siamese Ministry of War has furnished to the *Bangkok Times*, in correction of certain published statements on the Military Service Law of the country:—

According to the Military Service Law men are liable from the age of eighteen upward to the age of 45. That is to say, they should enter active service at 18, remain in such service for two years, and then pass on to the first reserve, after 5 years in which they pass on to the second reserve, and remain in the latter for ten years. It can be calculated from this, that after the men have reached the age of 45 they are no longer liable for service.

This is the principle laid down in our Military Service Law.

In practice, however, the recruiting officials, who are under the Ministry of Local Government and Ministry of Interior respectively, have not been able to call up a sufficient number of men of 18 years to meet the military requirements, owing to there being too many exemptions allowed by the Law, and such exemptions were especially availed of by young men between the ages of 18 and 20. Therefore the officials concerned were obliged to take men of higher age, up to 27 in the capital and Monchot Krang Thap, in the other Monchots sometimes up to 30.

The Ministry of War has always been of opinion that this habit of calling in men of high age was unwise on military and economical grounds, so that now, after His Majesty having been pleased to amend the Law so as to lessen the number of exemptions granted, we have given instructions on His Majesty's authority that only men between the ages of 18 and 20 should be called to service.

It must be pointed out that when a man is liable to military service, it does not necessarily mean that he must actually be called to enter the service.

Every man of Siamese nationality is liable to military service, in order to defend his own country, but not all of them can be actually called in, because there are more men than the number required for our small standing army. Therefore, Government avail themselves of this favourable circumstance, to grant exemption for such men, that are worthy to be exempted by virtue of their occupation, useful to the State in other ways. This is another principle of the Military Service Law.

Besides, even after taking out the exempted, there are still more men than required, then the men draw ballots, and enter the service according to this fair means of decision by Fate. It is quite true that in the capital such ballot has never been carried out, but this has happened owing to a certain reason, which we do not wish to state, because it points to a failure on the part of another department not in our control. It can, therefore, be seen that there is a very great difference between being liable and being actually called upon to enter the service.

THE CHARM OF AGE.

What rubbish it is to try to lay down any rules about the age at which a woman is most charming. Woman—and, for that matter, man too—must combat with certain physical disabilities when once they have come to their fourth decade. They may be good-looking, active, children at heart, and all the rest of it, but old Nature will have her way, willy-nilly we have to give in to her. It is true she can be held at bay to some extent, and it is no use giving in too readily, but there are various ways in which she will assert herself. One need not particularise her disagreeable methods. But to come back to the point of what use it is to tie one to a particular decade wherein it shall be said that so far and no farther shalt thou proceed with the art of fascination? Obviously, sweet seventeen has the mere charm of childishness. But that sort of thing is wholly out of date. At five and twenty a woman begins to find herself. At thirty she is assured. She can think, she is not carried away by illusions, she has more or less found her balance, she knows what the world, as represented by man, expects of her. If she is wise she has suffered all angles to be rubbed down, she has learned the use of artifice, she has cultivated, if she is still wiser, the art of charm. So it comes about that between her third and fourth decade she is a wiser, saner woman, a more agreeable companion than the callow maiden. However, to fix forty as a woman's most charming age is nonsense. A woman's most charming age is likely to be at sixty if she does not go the right way about it, and if she has found the means thereto she is irresistible at thirty-five, and a friend of every man at any age when she has not to be packed up at nine o'clock and fed with a spoon. It largely depends on a woman how her age is taken, but directly she begins to "act" young, all is up with her.—*The World*.

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NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS

NOTICE TO CONSIGNEES

The Steamship "MONTEIRO"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd Oct., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DODWELL & Co. Ltd., Agents.

Hongkong, 4th September, 1913. [1039]

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"POLARIS"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 11th inst., at 9.30 A.M.

All Claims must be presented within ten days of Steamer's arrival and no Claim will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, Ltd., Agents.

Hongkong, 4th September, 1913. [1038]

LATEST STEAMER MOVEMENTS.

The str. *Zafiro* left Manila on the 8th September, and is due here on the 11th September, at daylight.

The P. & O. str. *Sacatra* arrived at London on the 6th September, a.m.

The P. & O. str. *Canara* arrived at London on the 7th September, p.m.

The P. & O. str. *Sumatra* is expected to arrive at Colombo on the 19th September, at 5 p.m.

The P. & O. str. *Syria* is expected to arrive at Penang on the 12th September, at 6 a.m.

The chartered str. *Kish* is expected to leave Singapore on the 11th September.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 7th September, and is expected to arrive here on the 2nd October.

PASSENGERS.

ARRIVED.

Per *Hongkong Maru*, for Hongkong, from San Francisco, etc., Mr. S. Mays, Mr. J. C. McKestry, Mr. and Mrs. C. J. McNeely, Mr. Geo. Samuels, Mr. Geo. Atak, Mr. T. Pinch and Mr. L. Stough.

SHIPPING REPORT.

The British str. *Seangchoon* reports: Experienced moderate S.W. monsoon throughout.

PASSED THE CANAL.

August 12th—*Benarty*, *Diomed*, *Sunda*, *Titan*, *Kish*.
August 13th—*Indrani*, *Oanfa*, *Socotra*, *Tango*, *Maru*, *Wray Castle*, *Den of Glavin*.

August 19th—*Machoon*.
August 22nd—*Allegre*, *Bayern*, *Sardania*, *Sithonia*, *Yeddo*, *Demodocus*.
August 26th—*Annam*, *Altmark*, *Indra*, *Kuala*.

August 29th—*Canton*, *Kamo Maru*, *Siam*, *Yarek*, *Gueicenu*, *Ischia*.
September 2nd—*Armand Behve*, *Kovang*, *St. Macedonia*, *Perseus*, *Goldenfels*.

September 5th—*Agamemnon*, *Idomeneus*, *Samatra*, *Indraumbha*, *Anaxone*, *Nelus*.

ARRIVALS AT HOME.

September 5th—*Achilles*.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,

MELOHERS & Co.,
General Agents.

Hongkong, 3rd September, 1913. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE,"
Arrived Hongkong on 4th September, 1913.
From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th September, 1913. [1]

EAST ASIATIC COMPANY, LIMITED COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

All Claims must reach us before the 29th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 6th September, 1913. [1046]

Let Sanatogen Renew Your Nerves.

Thousands upon thousands of people are daily gaining new nerve power, health, and strength from Sanatogen—the tonic food with lasting effects.

Amongst them are many of the most famous people in the world—such as those whose letters are quoted below.

And over 16,000 doctors have written complimentary letters, commending Sanatogen, because of the excellent results which they have obtained from it in cases of nervous exhaustion, sleeplessness, depression, stomachic disorders, dysentery, chronic diarrhoea, and various wasting diseases.

Why not try Sanatogen? It is sold in bottles by all Chemists, and you can take it with the absolute assurance that it is a scientific remedy which really does what is claimed for it.

Sanatogen is both a food and a tonic—a pure scientific health food, which gives concentrated nutriment to every cell and tissue of your body—and a powerful tonic which invigorates your brain and nervous system, without any harmful reaction.

SANATOGEN

The Tonic Food

Sir Gilbert Parker, M.P., the famous Statesman and Author, writes:—"I have used Sanatogen with extraordinary benefit. It is a true tonic food, feeding the nerves, increasing the energy, and giving fresh vigour to the overworked body and mind."

The Right Honourable Sir John Gorst, Privy Councillor to the King of England, writes:—"Sir John Gorst wishes to say he has long been acquainted with the great merits of Sanatogen—has taken it with excellent results, and when necessary will certainly take it again. It was also used by a daughter of his with great benefit."

All the leading medical papers have published articles in praise of Sanatogen. For instance:—

The *Lancet* says:—"There is abundant evidence of the value of Sanatogen as a restorative and food, and more particularly in cases of general debility."

The *Indian Medical Gazette* says:—"Sanatogen, by virtue of the phosphorus it contains, is useful in the loss of nerve force following dysentery and enteric fever."

Write for Free Book.

Full information about Sanatogen will be found in an extremely interesting little book, entitled "The Art of Living," written by Dr. Andrew Wilson, the well-known Medical Author. This book tells you some really interesting things about your nervous system—facts which vitally affect your well-being, and which, therefore, you ought to know. There are only a limited number of copies for free distribution, so write for one today, mentioning this paper.

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LONDON CLUBS.

THEIR CHANGING SPIRIT.

One may frequently hear it said that clubs are going out of date, says the *Times*. Certainly there has been not a little perturbation among committees over the scarcity of recruits, and few clubs can now afford the luxury of using black balls as freely as in the days when Sheridan had so much difficulty in getting into Brooks's. Institutions at which a long waiting-list has been the immemorial rule have had to have recourse to the expedient of suspending entrance fees; and into most clubs now a candidate may hope to gain admission in as many months as once it would have taken years. Some once prosperous clubs have been glad to escape decay from inaction by connecting with a sister establishment. But all this is no more than the changing fashion of a democratic age. So far from clubs going out of date, their number continues to increase enormously. Mr. Nevill, in his book on "London Clubs," estimates that in the last 30 years over one hundred new clubs had come into being, dividing among them a membership of no fewer than 120,000. In the course of a century the total membership of London clubs has increased from about 1,200 to some 200,000. There are many more clubs, but there are also many more clubs, and competition is keen between them. It takes, moreover, more members to support a modern club. The increase in the general cost of living makes itself felt in club finances as actively as anywhere. The standard of luxury in the appointments and cuisine is also much higher than it was, while the individual member uses his club less and contributes proportionately less to its upkeep. Most men nowadays are members of several clubs, some of which they may not enter from one year's end to another, even to "wash their hands of the way to the Park." One joins a club for a variety of reasons—because it seemed at one time that it might have a special usefulness; in an impulse of enthusiasm because it impressed one as so pleasant a place when one lunched there as a visitor; to oblige a friend. One continues to belong to it largely from force of habit. The annual dues are paid by one's banker in accordance with "a permanent order," and it seems discourteous to resign for no special reason. There is always, moreover, the off-chance that some day it may be just the place one needs. But the number of men who grow to be almost like articles of the club furniture, who "live, eat, drink at clubs" and spend their days there, grows continually smaller. Most men now are more or less busy, and for such leisure as there is these complex days afford so many more ways of spending it agreeably. Instead of being the central fact in their existence, to the vast majority of members of a club it is now a casual, even if a great, convenience.

THE OLD COFFEE-HOUSES.

Clubs grew, as is well known, from the old coffee-houses, in which it was the general rule that any one who chose to enter, no matter his rank or condition, on payment of a penny became free of the house. Whether he ordered refreshment or not, he found there a chair and shelter, and, above all, he could read the news-sheets and from the general gossip learn all that was going on.

So great an university I think there never was any. In which you may be a scholar by spending of a penny.

The name club seems to have come into use in the middle of the 17th century. "We now use the word *club* for a society in a tavern," wrote Aubrey in 1689; and the word (other derivations notwithstanding) appears to have been only a variant of "clump"—as meaning a party or bunch of men—and it is so found occasionally spelt. When a family of choice spirits had grown accustomed to gather daily at a certain house, it was a short and easy step for them to decide to rid themselves of the unsought company of penny interlopers by banding together to buy up the house and keep it for their exclusive entertainment on whatever terms might be arranged with the proprietor. And from that point such subsequent gradations have been easy. Supplying refreshment to retain two of the chief functions of a club; but the true nucleus which bound the sodality together—namely, conversation and the play of wit—has in course of time become overlaid and lost sight of. At the Mermaid Tavern or the Devil with Raleigh and Shakespeare and Ben Jonson, as at coffee-houses like the Smyrna and Button's with Addison and Steele, or Will's with Dryden and Congreve; with Johnson at the Queen's Head, the Essex Arms, or Mitre, one can well believe that the day might have been nobly spent in listening to the talk, for all that Swift declared that the worst conversation that he ever remembered listening to was that which he heard at Will's. But gaming and politics came into the clubs before they had been long in existence, and the change began which has ended in making general conversation almost the one impossible diversion at a modern club. For general conversation something like universal acquaintance is necessary, and the only man in a club nowadays who is universally acquainted with the members is the hall porter. When gaming on a grand scale had fallen into disrepute and the Press usurped the old function of the clubs of moulding political opinion, a great silence fell upon them, and for a time London clubs strove with one another to see which could be the more lugubrious.

THE PASSING OF EXCLUSIVENESS.

They are now vast in general, vastly less gloomy than they were a few decades ago, when dining in a certain club was likened to "dining in a duke's house with the duke lying dead upstairs." Taste in furnishing and decoration has become much gayer. Cuisines have grown less solidly British and meals more varied and appetising. One may have one's tea or coffee and liqueur in rooms which once were sacred to silent meditation and to somnolence; and one smokes at large, even



Do You Feel Fit in the Mornings?

In the morning when the white man awakens in countries near the equator, he often feels more tired than when he went to bed. The food he eats, the air he breathes, and the steamy heat of the tropics produce a general stagnation of the system. The juices

of the body are charged with impurities which the organs of excretion—the skin, kidneys, etc.—cannot expel. His liver is sluggish, his blood over-heated. He is at the mercy of the malignant diseases surrounding him.

Krüschen Salts

A half-teaspoonful of Krüschen Salts, taken in a tumbler of hot water before the morning cup of tea is the antitoxic remedy. They cleanse the body of impurities—gently, surely, and painlessly—while possessing wonderful tonic properties giving new life and vitality to the countless millions of cells of which the human body is composed. Flesh, blood, bone, brain and nerve, all are made up of cells and every cell requires one or more of

the constituents of Krüschen Salts for its healthy life. That is why doctors at home and abroad recommend this famous remedy. Krüschen Salts correct any derangement of the organs and fortify the body against dysentery, cholera, malaria, prickly heat and Dohio's itch. As a remedy for constipation—the most dreaded of evils to the white man in the tropics, they are infallible.

Begin to-morrow morning with Krüschen Salts

and, in a day or so, you will feel as physically fit and mentally bright as you would on a spring day at home.

Krüschen Salts are obtainable from all good chemists and druggists in China. Wholesale Distributing Agents: China Commercial Co., 3, Duddell Street, Hong Kong.

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UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

WEATHER REPORT.

On the 9th at 10.55 a.m.—Pressure has increased considerably at Vladivostok, the northern depression having passed into the Pacific.

A typhoon has formed to the south east of the Loochees. It is at present travelling slowly northward.

The forecast for the 24 hours ending at noon to-day is as follows:

Direction	Forecast
* Hongkong & Neighbourhood	The same as
Fernando Channel	No. 1.
South coast of China between Hongkong and Loochees	The same as No. 1.
South coast of China between Hongkong and Hainan	South winds, moderate.
* W. or variable winds, moderate to light; fine.	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 9th.

	Previous Day at 2 p.m.	On 9th at 6 a.m.	Date On at 2 p.m.
Barometer	29.69	29.71	29.65
Temperature	89	82	90
Humidity	59	92	69
Wind Direction	West	—	West
Force	1	0	1
Weather	0	0	0
Rain	—	0.00	—

Highest open air Temperature on 8th ... 90
Lowest open air Temperature on 8th ... 80

WORKING MOTHERS.

He did not believe that any nation could hold its place in the world except by the vigour of its men, the virility of its women, and the strength of its children. To secure that, parents must be cleanly wed, children nobly bred, wisely fed, and firmly led. (Loud cheers.)

The reason why Burnley had an infant mortality of 171 per thousand—which was considerably lower than it was when the conference began its work—was that in Burnley too large a percentage of the mothers are at work, while in Battersea (83 per 1,000) the mothers are at home. "I believe now that women are increasingly entering into all places of commerce and industry and official and administrative life; they themselves must realise that, so far as their offspring and the race is concerned, that fact is attended with considerable disadvantage to the community and the race as a whole. I hold strongly the view that for at least four months before the child is born, and for longer after the child is born, mothers should be mothers and not machines. (Cheers.)"

CHILDLESS WOMEN'S PETS.

"There are too many childless women," said Mr. Burns, "mourning over cats and keeping company with dogs, who would be much happier in looking after other people's children. It would be a good thing if, instead of providing jackets for dogs, alms for hounds, and bracelets for favourite puppies, if some of these women would come to me, I should be only too pleased to convert myself into a children's agency to provide human substitutes for feline and canine pets, and it would do them more good than they think." (Loud cheers.)

The Chairman of the Administrative Section, Dr. A. Newsholme, of the Local Government Board, said while they should do all they could to assist in direct child welfare work, it was indispensable that they should provide the elementary conditions of sanitation for every family in the country.

The medical section was presided over by Mr. J. A. Pease, Minister for Education, who, in opening the meeting, said his Department realised the close association between physical fitness and education. Ignorance was at the root of a great deal of preventable infant mortality. The Board of Education had endeavoured to disseminate hygienic education through the schools, create a healthy public opinion, and to encourage schools for mothers, of which there were now 200 at work. He hoped that the question of creches, nursing schools, and schools for mothers might be further assisted by the State under the national education system which he hoped to propose.

ENEMIES OF MANKIND.

PROBLEMS OF CONSUMPTION AND INFANT MORTALITY.

Two important health conferences were opened in London on the 4th ult., and at each were eminent medical men who probably know more about their specialised subjects than anybody else in the world.

Mr. John Burns spoke forcefully at the Infant Mortality Congress. Mr. Asquith delivered an equally important address on consumption, expressing the conviction that there was every reason to hope for a great abatement of the scourge in the near future.

EPICUREANISM AND WISDOM.

Mr. Burns mingled epigrams and common sense admirably in his speech which he made in opening a two days' conference to consider the question of infant mortality at the Caxton Hall. The conference was organised by the National Association for the Prevention of Infant Mortality, and included representatives from every part of the British Empire and the United States.

Mr. Burns said the problem which faced the conference was how to reconcile a healthy people with the growth of trade, and city life with personal strength. Last year 300,000 people left this country for Canada, Australia, New Zealand, or America, and it was their duty to the other English-speaking races to see that their stock was good.

It was a serious obligation to the countries to whom they sent their people to see that the source—the nursery—should be well equipped for the production of a strong and healthy people. English-speaking peoples were now willing to speak in seeing that the source of their strength was in noble motherhood, in healthy parenthood, and in happy, healthy children. And as the stream was no purer than its source, it was their business, having concentrated so much on the child with such beneficent results, to see that they did not lose sight of the mother. (Hear, Hear.)

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Cables used.—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 505, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tall cranes are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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[712]

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KEATING'S LOZENGES
cure the worst cough.

VESSELS ON THE BERTH

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE".
Captain G. J. Caldwell, will leave for Shanghai on FRIDAY, the 12th inst., at Daylight.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 9th September, 1913.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
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BATAVIA, PERMAN GULF, CONTINENTAL
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THE Steamship

"DEVANHA".
Captain W. B. Hickey, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 14th September, 1913, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALAYA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables and Tea and Cargo for France and London (under arrangements) will be transhipped at Colombo into the Mail Steamship proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "Bavaria" due in London on the 25th October, 1913.
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 1st September, 1913.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Coblenz* left Sydney on the 23rd August, and may be expected here on or about the 15th September.
The E. & A. str. *Natal* left Sydney for this port on the 27th August (via Queensland Ports, Port Darwin, Timor and Manila), and is expected to arrive here on the 10th September.
The N.Y.K. str. *Inaba Maru* (Australian Line) left Sydney for this port via ports on the 3rd September, and is expected here on the 22nd September.

THE GERMAN MAIL.
The I.G.M. str. *Gneisenau*, carrying the German mails, with dates from Berlin of the 20th September, left Colombo on the 9th September, p.m., and may be expected here on or about 17th September.

THE ENGLISH MAIL.
The P. & O. str. *Assaye* left Singapore for this port on the 6th September, at 10 a.m., with the outward English mails, and is due here on the 11th September, at about 5 a.m.

THE SWEDISH EAST ASIATIC CO.'S STR.
The N.Y.K. str. *Togo Maru* (European Line) left Colombo for this port via Singapore on the 23rd August, and is expected here on the 10th September.
The H.A.L. str. *Liberia* left Singapore on the 4th September, p.m., and may be expected here on or about the 10th September, a.m.

The *Apsara* str. *Gregory Apsara*, from Shanghai and Kobe, left Moji on the 7th September, p.m., and may be expected here on or about the 11th September, p.m.

The Ben Line str. *Benarty*, from Antwerp, Middlesbrough, and London, left Singapore on the 6th September, and may be expected to arrive here on or about the 12th September.

The Swedish East Asiatic Co.'s str. *Yeddo* left Port Said on the 20th August, and is expected to arrive here on or about the 13th September.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 26th August, and is expected here on the 14th September.

The N.Y.K. str. *Sado Maru* (American Line) left Seattle for this port on the 12th August, and is expected here on the 14th September.

The T.K.K. str. *Bayu Maru* left Manzanillo for Honolulu on the 23rd July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 28th August, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Port Said on the 2nd September, and is expected to arrive here on the 25th September.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kronos, from Shanghai, is due in Hongkong 12th September.

SHIRAZ LINE, LIMITED.
Den of Glamsis, from London, is due in Hongkong 18th September.

INDIA LINE, LIMITED.
Indran, passed the Canal on 15th August, is due in Hongkong 10th September.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", midway between Hongkong and Kowloon "M", and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.			
LONDON, via usual ports of call.	ORVANTA	Brit. str.	—	W. H. Hickey	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP via Singapore, &c.	NANZA	Brit. str.	—	H. N. Rivers, R.N.R.	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP.	HADNORSHIRE	Brit. str.	—	J. H. Hickey	J. H. Hickey & Co., Ltd.	On 13th Oct.
HAYRE & HAMBURG, &c.	BRADSHIRE	Brit. str.	K.W.	Johnnie	HAMBURG-AMERICA LINE	On 14th inst.
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	K.W.	Hensen	HAMBURG-AMERICA LINE	On 17th inst.
HAYRE, ANTWERP & HAMBURG, &c.	CHANCIA	Ger. str.	K.W.	Reber	HAMBURG-AMERICA LINE	On 19th inst.
HAYRE & HAMBURG.	SANDAKIA	Ger. str.	K.W.	F. E. Cope	NIPPON YUSEN KAISHA	On 1st Oct.
Massachusetts & ANTWERP via Singapore, &c.	KYAKO MARU	Jap. str.	—	R. Shimizu	OSAKA SHOSHUN KAISHA	On 24th inst., at D'light.
VICTORIA, B.C. & TACOMA via Kurelung, &c.	PANAMA MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 17th inst., at 1 p.m.
VICTORIA, B.C. & SEATTLE via Kurelung, &c.	AWA MARU	Jap. str.	—	R. Shimizu	NIPPON YUSEN KAISHA	On 23rd inst., at 4 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH.	DEN OF GLAMSIS	Brit. str.	—	T. Sato	JARDINE, MATHESON & CO., LTD.	On 2nd Oct., at 1 p.m.
VICTORIA, B.C. & TACOMA via Kurelung, &c.	SHANTON MARU	Jap. str.	—	H. Tector	JARDINE, MATHESON & CO., LTD.	On 17th inst., at 10 a.m.
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON FOR TRIESTE, via Singapore, Penang, Colombo, &c.	LURICOW	Ger. str.	—	J. McGregor	SANDER, WILBER & CO.	About 1st Oct.
TRIESTE, Fiume, Venice via Singapore, &c.	AUSTRIA	Aust. str.	—	J. McGregor	SANDER, WILBER & CO.	About 7th Oct.
GLASGOW, LONDON & ANTWERP.	CLERLOGAN	Brit. str.	—	Whalley	ARMHOLD, KARBBERG & CO.	About 13th inst.
BOSTON & NEW YORK.	AGOMAT	Brit. str.	—	Knitshky	RAMBURG-AMERICA LINE	On 19th inst.
BOSTON & NEW YORK via Suez Canal.	AGOMAT	Brit. str.	—	Knitshky	RAMBURG-AMERICA LINE	On 19th inst.
NEW YORK.	EMPERESS OF RUSSIA	Brit. str.	—	Whalley	ARMHOLD, KARBBERG & CO.	On 13th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	C. F. FERD. LARSEN	Ger. str.	—	Gelsel	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
VANCOUVER, SEATTLE and/or TACOMA & PLYMOUTH (Or).	PERSIA	Am. str.	—	S. Togo	PACIFIC MAIL S.S. CO.	On 19th inst., at Noon.
SAN FRANCISCO via MANILA & JAPAN, &c.	HONGKONG MARU	Jap. str.	—	M. Winkler	YOKO KAIEN KAISHA	On 24th inst., at 1 p.m.
SAN FRANCISCO via Kurelung & JAPAN, &c.	KORRA	Am. str.	—	L. Klugkist	PACIFIC MAIL S.S. CO.	On 19th inst., at Noon.
AUSTRALIAN PORTS via MANILA.	SI. ALBANS	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
AUSTRALIAN PORTS via MANILA.	KOMANO MARU	Jap. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
AUSTRALIAN PORTS via MANILA.	CHUBUN	Jap. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN.	BOYO MARU	Jap. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
JAPAN.	TRINAVOR	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
YOKOHAMA, KOBE & MOJI.	FOXTALA	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
YOKOHAMA & KOBE via SHANGHAI.	TANGO MARU	Jap. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
KOBE & YOKOHAMA.	COBLERZ	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
KOBE & MOJI.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
NAGASAKI, KOBE & YOKOHAMA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
MOJI, KOBE & YOKOHAMA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
WEIHAIWEI & TIENTSIN.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
WEIHAIWEI & CHEFOO.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI, MOJI & KOBE.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI, KOBE & YOKOHAMA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SHANGHAI.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
ANING & TAKAO via SWATOW & AMOY.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
FOOCHOW via SWATOW & AMOY.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
PAMSHU via SWATOW & AMOY.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SWATOW.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SWATOW, AMOY, NINGPO & SHANGHAI.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
AMOY & FOOCHOW.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
MANILA, MANGARIN, CEBU & ILOILO.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
MANILA, CEBU & ILOILO.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
MANILA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
MANILA, MANGARIN, CEBU & ILOILO.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
BOMBAY via SINGAPORE & COLOMBO.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
BOMBAY via SINGAPORE, PENANG & COLOMBO.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SINGAPORE, PENANG & CALCUTTA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SINGAPORE & SAMARANG.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SINGAPORE, PENANG & CALCUTTA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SINGAPORE, PENANG, RANGOON & CALCUTTA.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
SANDAKAN.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
JESSELTON, KUDAT & SANDAKAN.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.
HAIPHONG.	YUNGROW	Brit. str.	—	Chidley	YOKO KAIEN KAISHA	On 4th Oct., at Noon.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER				TO LPOOL				FROM LPOOL				FROM VANCOUVER			
Steamers	Hongkong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hongkong
EMPERESS OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.	2 Oct.	9 Oct.	15 Aug.	22 Aug.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	23 Aug.	5 Sept.	EMPERESS OF JAPAN	10 Sept.	21 Sept.	22 Sept.	24 Sept.
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	12 Sept.	19 Sept.	EMPERESS OF RUSSIA	24 Sept.	8 Oct.	9 Oct.	11 Oct.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	—	—	EMPERESS OF INDIA	1 Oct.	17 Oct.	20 Oct.	22 Oct.
EMPERESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	29 Nov.	6 Dec.	26 Sept.	3 Oct.	EMPERESS OF JAPAN	8 Oct.	19 Oct.	20 Oct.	22 Oct.
EMPERESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.	10 Oct.	17 Oct.	EMPERESS OF RUSSIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Passage Rates
EMPERESS OF RUSSIA	£71.10
EMPERESS OF ASIA	£71.10
EMPERESS OF INDIA	£65
EMPERESS OF JAPAN	£65
MONTEAGLE	£43

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with Suez Mail Lines or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 15,950, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING

ARRIVALS.

ATANKA MARU, Japanese str., 1,905, Nagasaki, 9th September—Chingwan-tao 2nd September, Coal.—Osaka Shosen Kaisha.
COLOMBO MARU, Japanese str., 2,920, U. Kawashima, 9th September—Moji 4th September, General.—Nippon Yusen Kaisha.
DAGNY, Norwegian str., 882, P. Solvreen, 9th September—Baigon 3rd September, Rice.—Jensen & Co.
FUKUYU MARU, Japanese str., 3,087, H. Tomimaka, 9th September—Moji 3rd September, Coal.—Mitsui Bussan Kaisha.
HONGKONG MARU, Japanese str., 3,462, S. Togo, 9th September—San Francisco 12th August, General.—Toyo Kisen Kaisha.
IRENE, Chinese str., 826, Froggart, 9th September—Shanghai 8th September, General.—Chinese.
KYODO MARU, Japanese str., 1,162, Morisaki, 8th September—Newchwang 2nd September, Coal.—Mitsui Bussan Kaisha.
LOONGSANG, British str., 1,093, G. W. W. Leask, 8th September—Manila 8th September, General.—Jardine, Matheson & Co.
RADNORSHIRE, British str., 2,694, Ballan, 9th September—Singapore 3rd September, General.—Jardine, Matheson & Co.
RANGKON MARU, Japanese str., 2,900, Kamaishi, 9th September—Singapore 3rd September, General.—Nippon Yusen Kaisha.
SEANGCHON, British str., 3,722, W. T. Larkins, 9th September—Singapore 4th September, General.—Chinese.
TANGU MARU, Japanese str., 1,365, Yohi-kawa, 9th September—London 2nd August, General.—Nippon Yusen Kaisha.
TJILWONG, Dutch str., 3,034, J. P. Scholten, 8th September—Java 28th August, Sugar.—Java-China-Japan Lijn.
UNKAI MARU, Japanese str., 2,275, Tanaka, 9th September—Moji 3rd September, Coal.—Mitsui Bussan Kaisha.
VOLTE, British str., 2,995, J. Morvat, 8th September—Balk Papan 1st September, Bulk Oil.—Asiatic Petroleum Co.
PHEMERN, British str., 1,053, 9th September—Saigon 4th September, General.—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
September 9th.
EMPERESS OF RUSSIA, British str., for S'hai.
LARGES, British str., for Saigon.
O. J. D. ABERN, German str., for S'hai.
PHRANGEN, German str., for Saigon.
RANGKON MARU, Jap. str., for Shanghai.
KITANO MARU, Jap. str., for Singapore.
KYODO MARU, Jap. str., for Canton.

DEPARTURES.

September 9th.
AUSTRALIAN, French str., for Saigon.
CHEONGSHING, British str., for Canton.
HAIYANG, British str., for Swatow.
HANOL, French str., for Pakhoi.
HONGKONG, British str., for Chingwan-tao.
KWANGLO, Chinese str., for Shanghai.
LUCHOW, British str., for Canton.
LUZON-MARU, Jap. str., for Singapore.
NINGPO, British str., for Newchwang.
TAMING, British str., for Manila.
TATYUSIK, British str., for London.
TRANQUER, Danish str., for Sabang.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.
S.S. "SATSUMA", On or about 13th Sept.
For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 8th September, 1913. [1913]

GLEN LINE (MCGREGOR, GOW & CO.), LTD.

THE Steamship
"GLENLOGAN" (Capt. J. H. McGregor),
For GLASGOW, LONDON AND
ANTWERP.

The above steamer will be despatched for this port on or about 7th October, 1913.
The vessel has excellent accommodation for 20 Saloon Passengers, all Cabin Ample, and is fitted with Electric Light and Fans in every cabin.
A daily qualified Stewardess and Doctor are carried.
Attention is particularly directed to the Moderate Rates charged, viz.:
Saloon Passage, Hongkong to GLASGOW, LONDON, or ANTWERP, £40.
For freight or passage, apply to—
SHEWAN TOMES & CO.,
Agents.
Hongkong, 4th September, 1913. [1913]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	TO	Day	Time
SINGAPORE, PENANG & CALCUTTA	HANGSANG	Wednesday, 10th Sept.	2 P.M.
SHANGHAI	HANGSANG	Thursday, 11th Sept.	D'light.
TIENTSIN via WEIHAIWEI & CHEFOO	CHEONGSHING	Friday, 12th Sept.	Noon.
SINGAPORE & SOFABAYA	CHUNSHANG	Friday, 12th Sept.	2 P.M.
SANDAKAN	MAUSANG	Saturday, 13th Sept.	Noon.
MANILA	LOONGSANG	Saturday, 13th Sept.	2 P.M.
SHANGHAI	KWONGSANG	Tuesday, 15th Sept.	D'light.
MANILA	YUENSANG	Saturday, 20th Sept.	2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUBANG" and "FONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Higo to Hongkong. Time occupied 23 days.
This service is supplemented by the "LANSANG", "KUBANG"

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: 7th Sept. Connecting with "KATANGA" 15th Oct.
From COLOMBO: 15th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Captain J. R. O. Sullivan, will be despatched for KOBE, MOJI, and SHANGHAI on 23rd September.
S.S. "ARABATON APOAH," 4,450 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 27th September.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 13th September, at 3 p.m.
S.S. "DIWARA," 5,328 tons, Captain G. N. Runge, R.N.R., will be despatched on above on 22nd September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 9th September, 1913.

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

STEAMERS	Tons	COMFORT.	From HONGKONG calling at
MONGOLIA	27,000 tons, twin screws		SHANGHAI, NAGASAKI
MANCHURIA	27,000 tons, twin screws		KOBE (via Inland Sea),
KOREA	18,000 tons, twin screws		YOKOHAMA and HONO-
SIBERIA	18,000 tons, twin screws		LULU (the Paradise of the
			Pacific) through Service via
NILE	11,000 tons		NEW YORK to Europe.
CHINA	10,200 tons		
PERIA	9,000 tons		

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, and BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST.—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £100) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomats, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
PERIA	9,000	SATURDAY, 13th Sept., at Noon
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 a.m.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.
PERIA	9,000	TUESDAY, 25th Nov., at Noon

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
13th Sept. ... PERIA	15th Sept.	10th Sept. ... KOREA	12th Sept.	
14th Oct. ... CHINA	16th Oct.	24th Sept. ... SIBERIA	26th Sept.	
28th Oct. ... NILE	30th Oct.	2nd Oct. ... CHINA	4th Oct.	
29th Nov. ... PERIA	27th Nov.	9th Oct. ... MANCHURIA	11th Oct.	
30th Dec. ... CHINA	1st Jan.	18th Oct. ... NILE	20th Oct.	

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blue Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in Marseilles.

For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "YEDDO" 7,200 On 13th Sept.
KOBE and MOJI "PEKING" 6,500 On 23rd Sept.
"JAPAN" 9,000 About 2nd Oct.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 10 SEPT., 1913.

8 a.m. HONAN. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

THURSDAY, 11 SEPT., 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAN.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 14 SEPTEMBER, 1913.

The Company's Steamship "SUI AN"
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANZI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.



SAN FRANCISCO SCENIC ROUTE.

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyer—21 Knots Speed.

S.S. TENYO MARU 22,000 tons.

S.S. CHIYO MARU 22,000 tons.

S.S. SHIYO MARU 22,400 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate.)

S.S. HONGKONG MARU 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,

PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers. Including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Landing Cities and Scenic—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government).
MONTHLY EAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "ARICA," 3,840 tons, will leave as above on 15th Sept., at 4 p.m.
Superior accommodation for 1st, 2nd and 3rd class passengers, no surtax, no tip, no inside Cabins. Doctor Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Langsanne, Paris, Calais or Boulogne, Class I £23.15, II £21.10.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Calais or Boulogne, Class I £23.15, II £21.10.

BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £23.15, II £21.10.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £23.15, II £21.10.

TO SHANGHAI
S.S. "KOEKBER," 9,900 tons, will leave as above on 1st October, at 6 a.m.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "PERIA," 12,500 tons, will leave as above about 27th September.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents.

Hongkong, 8th September, 1913.

Princes' Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirasu,	12,500	{ WED'DAY, 24th Sept., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, TOKYO, SHIMIZU and YOKOHAMA	HIRANO MARU Capt. H. Fraser,	16,000	{ WED'DAY, 9th Oct., at Daylight.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU Capt. Amakawa,	12,500	{ TUESDAY, 23rd Sept., at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	YOKOHAMA MARU Capt. S. Wada,	12,500	{ TUESDAY, 7th Oct., at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. M. Winkler,	9,300	{ WED'DAY, 24th Sept., at Noon
KOBE and YOKOHAMA	INABA MARU Capt. Tomioka,	12,500	{ WED'DAY, 23rd Oct., at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	CEYLON MARU Capt. Noguchi,	12,000	{ SATURDAY, 20th September.
NAGASAKI, KOBE & YOKOHAMA	KAMAKURA MARU Capt. T. Hori,	12,500	{ MONDAY, 15th September.
SHANGHAI, MOJI and KOBE	TANGO MARU Capt. Yoshikawa,	13,500	{ THURSDAY 11th Sept., at 11 a.m.
	TOSA MARU Capt. Sato,	12,000	{ MONDAY, 15th September.
	INABA MARU Capt. Tomioka,	12,500	{ WED'DAY, 24th Sept., at 11 a.m.
	KAWACHI MARU Capt. Christensen,	12,500	{ WED'DAY, 10th September.

* Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

(11-12-13)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
p.m.		10 p.m.	1 p.m.		Saturday	Friday
Thurs. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOSEA	Feb. 23	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MAJOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MALMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES.

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	\$65	\$61
"B" " " " " " "	\$59	\$55
2nd Saloon "A" " " " " " "	\$44	\$40
"B" " " " " " "	\$40	\$36
1st Saloon "A" Accommodation Single	\$61	\$57
"B" " " " " " "	\$55	\$51
2nd Saloon "A" " " " " " "	\$40	\$36
"B" " " " " " "	\$36	\$32

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 16
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON.

1st Saloon £50 Single. £25 Return.

2nd Saloon £35 " £17 10s " "

FARES TO MARSEILLES.

1st Saloon £46 Single.

2nd Saloon £33 " "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

F. A. HEWITT,

SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. J. Caldwell	D'light, 12th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon, 13th Sept.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NYANZA Capt. H. N. Rivers, R.N.R.	About 15th Sept.	Freight and Passage.
SHANGHAI MOJI, KOBE AND YOKOHAMA	SYRIA Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 10th September, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
KEBAO	"KUEIKANG"	On 10th Sept., 10 A.M.
SWATOW, AMOY, WINGPO & SHANGHAI	"KUEIKANG"	On 11th Sept., Noon.
SHANGHAI	"LUCHOW"	On 12th Sept., 4 P.M.
HAIPHONG	"KUIFONG"	On 13th Sept., 9 A.M.
WEIHAIWEI & TIENTSIN	"KUIFONG"	On 13th Sept., Noon.
SHANGHAI	"YINGCHOW"	On 15th Sept., 4 P.M.
MANILA, CEBU AND ILOILO	"TEAN"	On 18th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 18th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 20th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "CHINHA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Marry Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th September, 1913. TELEPHONE 35.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	CAPTAIN	DATE OF SAILING
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Green	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WED. DAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

The S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLOO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED. DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"PANAMA MARU"	J. Kuno	WED. DAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED. DAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	
"TACOMA MARU"	T. Hamada	

+ Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

+ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 2nd Oct., 4 P.M.
"LUZON MARU"	A. Yamamoto	

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIO MARU"	Y. Yamamoto	SATURDAY, 13th Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIGI MARU"	S. Tokushige	FRIDAY, 12th Sept., Noon.
"SHOSHU MARU"	T. Fushigami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tasaka	WED. DAY, 17th Sept., at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tasaka	FRIDAY, 12th Sept.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sze Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,

Second Floor, No. 1, Queen's Building.

[741]

PHILIPPINES S.S. CO.

Electric Light. Fans in every Cabin. Competent Stewardess Carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th September, 1913.

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THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN L. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION

MOTOR-PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." 449

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	—	—	JAVA	First half of September.
TJIKINI	JAPAN	Second half of September.	JAVA	Second half of September.
TJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJIMAH	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOER	JAVA	Second half of September.	JAPAN	Second half of September.
TJILATJAP	JAPAN	First half of October.	JAVA	First half of October.
TJIPANAS	JAVA	First half of October.	SHANGHAI	First half of October.
TJILIWONG	JAPAN	First half of October.	JAVA	First half of October.

The Steamers are all fitted throughout with Electric Light and have accommodation for

a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports

on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 10th September, 1913.

[16]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

TONS

TO SAIL

NAPLES, GENOA, ALGIERES, "LUETZOW," (Wed. day, 17th

GIBRALTAR, SOUTHAMPTON, Capt. H. TERTOR, 17,300 { Sept., at 10 A.M.

ANTWERP and HAMBURG

SHANGHAI, TSINGTAU, KOBE, "GNEISENAU," (About Wed. day,

and YOKOHAMA Capt. FR. REHM, 16,000 { 17th Sept.

MANILA, YAP, MARONN, NEW, "COBLENZ," (Saturday, 4th

GUINEA, BRISBANE, SYDNEY Capt. L. KLUCKIST, 6,750 { Oct., at 9 A.M.

and MELBOURNE

KOBÉ "COBLENZ," (About Tuesday,

Capt. L. KLUCKIST, 6,750 { 16th Sept.

JESSELTON, KUDAT and "BORNEO," (About of Oct.

SANDAKAN Capt. J. KOEHLER, 5,000 {

All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 8th September, 1913.

[4]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,

BANKERS, &c.

Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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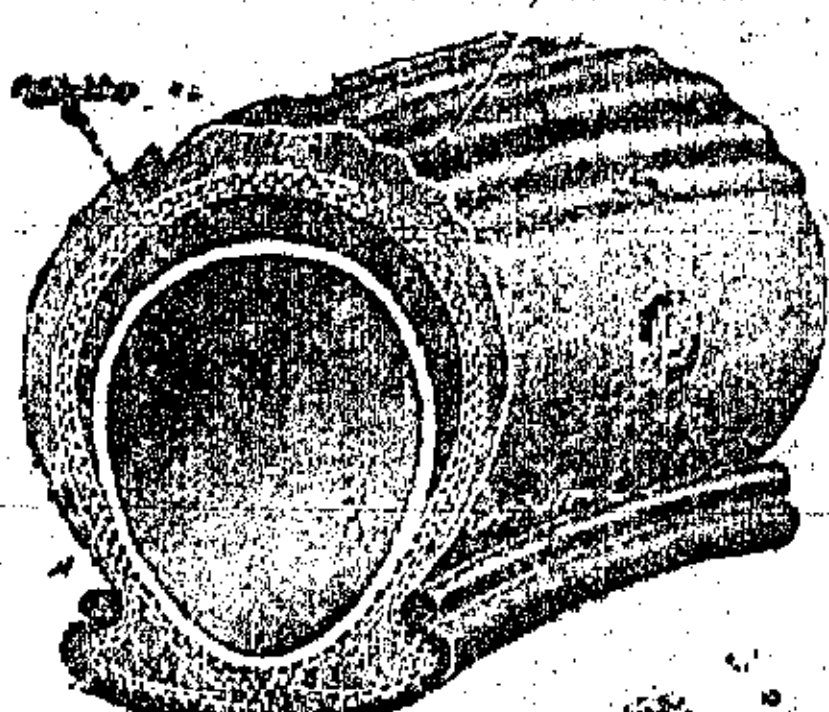
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PETER'S UNION



the most durable and economical
PNEUMATIC

for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 8th September, 1913.

[44-35]



LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!

LEONHARDI'S

CARBON PAPER

(PURPLE).

\$3.50 only Per Box of 100 Sheets.

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25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 8th September, 1913.

[44-13]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK

ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

20, DES VŒUX ROAD, 1ST FLOOR.

TEL. 960.

Hongkong, 8th September, 1913.

[44-45]

POST OFFICE NOTICE.

The *Assaye*, with the English Mail, left Singapore on Saturday, the 6th inst., at 10 a.m., and is expected to arrive here to-morrow, at about 5 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 6th ult., and for despatch overland on the 13th ult.

The *Yingchow*, with the Mail from London (via Siberia) of Friday, 15th ult., is due to arrive here to-morrow.

FOR	PER	DATE
Shanghai and North China ...	Tientsin ...	Wednesday, 10th, 9.00 A.M.
Hankow and Bangkok ...	Macao ...	Wednesday, 10th, 9.00 A.M.
Hankow ...	Macao ...	Wednesday, 10th, 10.00 A.M.
Shanghai, North China, Japan via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA) ...	Empress of Russia ...	Wednesday, 10th, Printed Matter and Sam- ples ... 10.00 A.M. Registration with late fee of 10 cents up to 10.45 A.M. Registration ... 9.30 A.M. Letters ... 11.00 A.M.

Straits and India via Calcutta ...	Kunming ...	Wednesday, 10th, 1.00 P.M.
Swatow ...	Hainan ...	Wednesday, 10th, 1.00 P.M.
Macao ...	Sui Tai ...	Wednesday, 10th, 1.15 P.M.
Amoy ...	Beangchow ...	Wednesday, 10th, 5.00 P.M.
Japan via Kobe ...	Tanjo Maru ...	Wednesday, 10th, 5.00 P.M.
Swatow, Shanghai and North China ...	Hongkong ...	Wednesday, 10th, 5.00 P.M.
Hankow and Bangkok ...	Michael Jensen ...	Thursday, 11th, 9.00 P.M.
Swatow and Amoy ...	Kueilin ...	Thursday, 11th, 11.00 A.M.
Swatow and Bangkok ...	Lockhart ...	Thursday, 11th, 11.00 A.M.
Fort Bayard, Hongkong, Pakhoi and Saigon ...	Hue ...	Thursday, 11th, 11.00 A.M.
Shanghai and North China ...	Sui Tai ...	Thursday, 11th, 1.15 P.M.
SHANGHAI AND NORTH CHINA ... (EUROPE via SIBERIA) ...	Lachona ...	Thursday, 11th, 3.00 P.M.
Haiphong, Pakhoi and Saigon ...	Assaye ...	Thursday, 11th, 5.00 P.M.
Swatow, Amoy and Formosa via Tamsui ...	Koifong ...	Friday, 12th, 8.00 A.M.
Weihsaiwei, Chefoo and Tientsin ...	Dagil Maru ...	Friday, 12th, 11.00 A.M.
Swatow ...	Changning ...	Friday, 12th, 1.00 P.M.
Straits and Samarang ...	Chunyang ...	Friday, 12th, 1.00 P.M.
Macao ...	Sui Tai ...	Friday, 12th, 1.15 P.M.
Saudakou ...	Manung ...	Saturday, 13th, 10.00 A.M.
Weihsaiwei and Tientsin ...	Kueichow ...	Saturday, 13th, Printed Matter and Sam- ples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Registration ... 9.30 A.M. Letters ... 11.00 A.M.

PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO ...	Persia ...	Saturday, 13th, Printed Matter and Sam- ples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Registration ... 9.30 A.M. Letters ... 11.00 A.M.
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STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via BRINDISI ... Late Letters 11.00 to Noon. (Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel mail will be closed on Friday, the 12th inst., at 5 p.m.	Davanka ...	Saturday, 13th, Printed Matter and Sam- ples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Registration ... 9.30 A.M. Letters ... 11.00 A.M.
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PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO ...	Loongang ...	Saturday, 13th, 1.00 P.M.
Swatow and Fookchow ...	Sui Tai ...	Saturday, 13th, 1.15 P.M.
Amoy and Fookchow ...	Haitan ...	Saturday, 13th, 2.00 P.M.
Philippine Islands ...	Zafiro ...	Saturday, 13th, 3.00 P.M.
Shanghai and North China ...	Kwongsoang ...	Monday, 15th, 5.00 P.M.
Shanghai and North China ... (EUROPE via SIBERIA) ...	Yingchow ...	Tuesday, 16th, 3.00 P.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin ...	Laetow ...	Wednesday, 17th, Printed Matter and Sam- ples ... 8.30 A.M. Registration ... 9.30 A.M. Registration ... 9.30 A.M. Letters ... 9.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C. and Tacoma ...	Panama Maru ...	Wednesday, 17th, Noon
Shanghai and North China ...	Anhui ...	Thursday, 18th, 3.00 P.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin ...	St. Albans ...	Friday, 19th, 10.00 A.M.
Philippine Islands ...	Yuensoang ...	Saturday, 20th, 1.00 P.M.
Shanghai and North China ... (EUROPE via SIBERIA) ...	Chenan ...	Saturday, 20th, 5.00 P.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin ...	Taiyuan ...	Wednesday, 24th, 2.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	September 9th.
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credito, at 4 months sight	111 1/2
Documentary Bills, at 4 months sight	111 1/2
ON PARIS.	
Bank Bills, on demand	251
Credito, at 4 months sight	251
ON GERMANY.	
On demand	203
ON NEW YORK.	
Bank Bills, on demand	48 1/2
Credito, at 60 days sight	49 1/2
ON BOMBAY.	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON CALCUTTA.	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON SHANGHAI.	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA.	
On demand	97
ON MANILA.	
On demand	88
ON SINGAPORE.	
On demand	85 1/2
ON BATAVIA.	
On demand	120 1/2
ON HAIPHONG.	
On demand	14 1/2 pm.
ON SAIGON.	
On demand	14 1/2
ON BANGKOK.	
On demand	77 1/2
SOVEREIGNS, Bank's Buying Rate	\$39.95
GOLD LEAF, 100 fine, per tola	\$32.90
SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.
Chinese	10	\$8.75 discount.
Hongkong	20	\$8.68
Hongkong	10	\$8.75
Hongkong	10	\$7.38

MAILS VIA SIBERIA.

London	Shanghai
August 22nd.	September 6th.
August 23rd.	September 6th.

SHARE LIST—QUOTATIONS.

HONGKONG 8TH SEPTEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON LAST DIV.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$792, sal. & sal.	5 1/2 p.c.	
China Borneo Company, Limited	60,000	\$12 all	\$72, sal. & sal.	8 1/2 p.c.	
China Light and Power Company, Ltd.	50,000	\$5 all	\$4, sal. & buy.		
China Provident Loan & Mortgage Co., Ltd.	200,000	\$1 all	\$8, buyers	7 1/2 p.c.	
COTTON MILLS.					
Ewo Cotton Spinning & Weaving Co., Ltd.	30,000	Tls. 50 all	Tls. 124		
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$94		
Dairy Farm Company, Limited	40,000	\$7 1/2 all	\$27 1/2, buyers	5 p.c.	
DOCKS AND WHARVES.					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$924	5 p.c.	
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$79 buyers	3 p.c.	
New Amoy Dock Co., Limited	10,000	\$63 all	\$84, sellers	7 1/2 p.c.	
Shai, Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 53, buyers		
Shai, and Hongkong Wharf Co., Ltd.	36,000	Tls. 100 all	Tls. 105, s. div.		
Green Island Cement Co., Limited	400,000	\$10 all	\$6.60, sellers		
Hongkong Electric Co., Limited	60,000	\$10 all	\$40, buyers	4 p.c.	
Hongkong Hotel Company, Limited	12,000	\$50 all	\$125	5 p.c.	
Manila Metropole Hotel, Limited	8,000	\$25 all	\$250		
Hongkong Ice Company, Limited	15,000	Ps. 10 all	\$175, sellers	5 1/2 p.c.	
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$175, sellers	9 1/2 p.c.	
H'kong & South China Steamship Co., Ltd.	15,000	\$10 all	\$2, buyers		
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Tramway Co., Ltd.	325,000	5/ all	9/4, buyers		
INSURANCE.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50 \$310, buyers	6 p.c.	
China Fire Insurance Co., Limited	20,000	\$100	\$20 \$148, buyers	6 1/2 p.c.	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50 \$350, buyers	7 1/2 p.c.	
North-China Insurance Co., Limited	10,000	\$15	\$5 Tls. 137 1/2		
Union Insurance Society, Limited	12,400	\$253	\$100 \$786	6 1/2 p.c.	
Yantai Insurance Association, Ltd.	12,000	\$100	\$50 \$190, @ Ex 73		
LANDS AND BUILDINGS.					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$114	6 1/2 p.c.	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75 \$200		
Humphreys Estate and Finance Co., Ltd.	150,000	\$10 all	\$9, buyers	5 1/2 p.c.	
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30 \$46, sal. & buy.	7 p.c.	
Shanghai Land Investment Co., Ltd.	70,000	Tls. 50 all	Tls. 39		
West Point Building Co., Limited	12,500	\$50 all	\$72, sellers	5 1/2 p.c.	
Maatschappij tot Mijne, Boech-en Landbouw exploitatie in Langkat	25,000	Gds. 10 all	Tls. 22 1/2, buyers		
Mining.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$32 1/2		
Heswood Tin and Rubber Estate, Ltd.	822,000	2/ all	\$6		
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$5, sal. & buy.		
Trench Mines, Limited	160,000	\$1 all	\$7 1/2		
Peak Tramways Co., Limited	25,000	\$10 all	\$10	7 1/2 p.c.	
Philippine Co., Limited	75,000	\$10 all	\$5		
Pulpes et Papeteries du Tonkin Societe des	13,200	\$50 all	\$20, sellers		
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100 all	\$98	3 p.c.	
Luxon Sugar Refining Co., Limited	7,000	\$100 all	\$35		
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$6	5 p.c.	
Douglas Steamship Co., Limited	20,000	\$50 all	\$35, sellers	7 1/2 p.c.	
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15 all	\$24, sal. & sal.		
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5 all	\$10		
Shell Transport & Trading Co., Ltd.	2,500,000 def.	\$1 all	\$108 1/2	6 p.c.	
Star Ferry Company, Limited	50,000	\$10 all	\$57, buyers	3 1/2 p.c.	
South China Morning Post, Limited	5,000	\$25 all	\$22		
Steam Laundry Company, Limited	20,000	\$5 all	\$44, sellers		
STORES AND DISPENSARIES.					
Campbell, Moore & Co., Limited	1,200	\$10 all	\$25		
Powell, Wm., Limited	15,000	\$7 all	\$11, sellers	4 p.c.	
Watson & Co., A. E., Limited	90,000	\$10 all	\$7.65, buyers		
Weismann, Limited	3,300	\$10 all	\$31		
Union Waterboat Co., Limited	50,000	\$10 all	\$17, buyers	5 1/2 p.c.	

Para Rubber in London

Loans.

Chinese Imperial 1888	Amount.	Value.	Interest.	Quotation.
	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

FORTHCOMING EVENTS.

Wednesday, 24th Sept. —	Noon—Douglas Steamship Co., Ltd. Meeting of Shareholders.
Monday, 15th Sept. —	3 p.m.—Auction of Crown Land at Wong Nei Chong Rd. and Tai Hang Village, by Public Works Dept.
Friday, 19th Sept. —	11 a.m.—Hongkong Club Half-Yearly Drawing of 63 Debentures at the Club House.

VISITORS TO CANTON

Should Purchase

"FROM HONGKONG TO CANTON

BY THE PEARL RIVER,"

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

Price \$1.76

On Sale at—

Hongkong, "Daily Press" Office.

Messrs. KELLY & WADE, Ltd.

Messrs. BARNES & CO.

Canton, Messrs. A. S. WATSON & CO.

"SPECIALS"

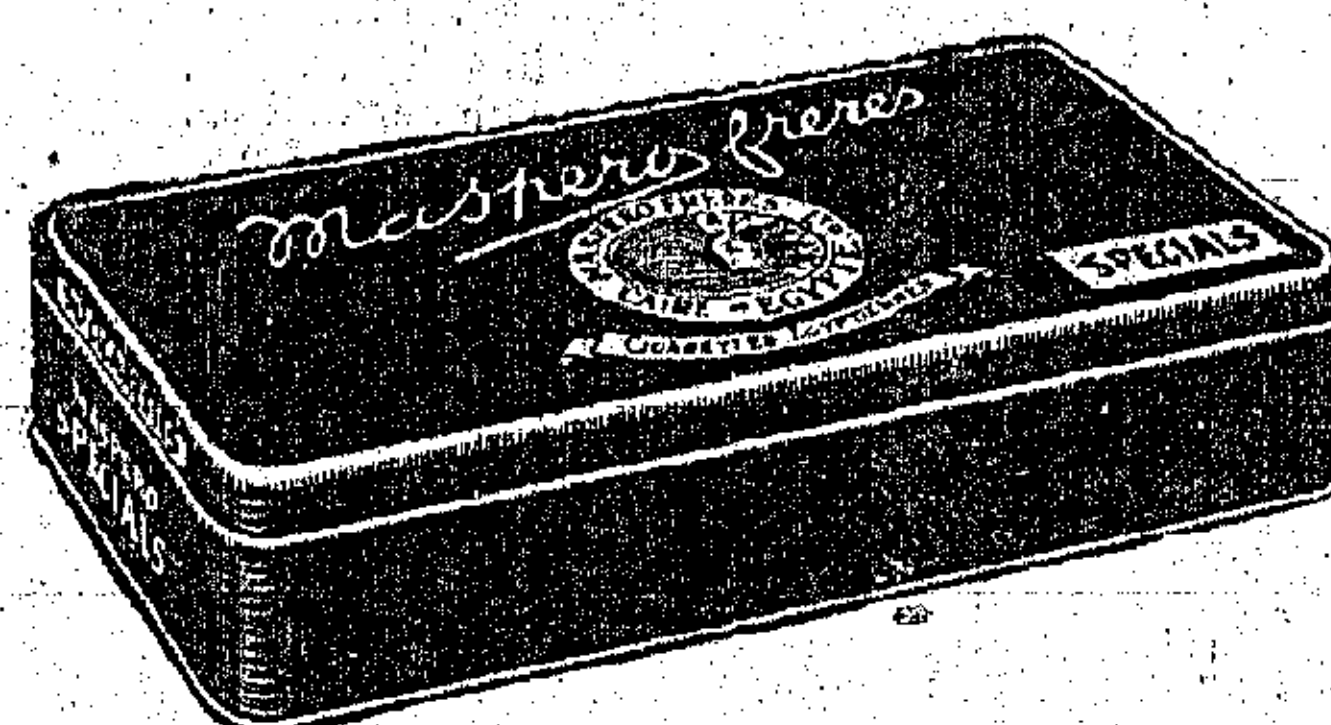
Egyptian Cigarettes.



"SPECIALS" ARE DELIGHTFULLY MILD AND AROMATIC. GREAT CARE HAS BEEN TAKEN IN THE BLENDING AND MANUFACTURE OF THIS BLEND TO ENSURE ITS BEING ACCEPTABLE TO THE SMOKER OF MOST DELICATE TASTE.

PRICE \$1.50 PER 50.

INSIST ON SEEING MASPERO FRERES TRADE MARK ON EVERY PACKAGE.



PETER, NESTLE AND KOHLER CHOCOLATES.

PRIZE COMPETITION NO. 7. (September).

This month we are offering PRIZES for "EULOGIUMS."

Take any one of the following names—

PETER, NESTLE OR KOHLER.

Write the letters forming this name, perpendicularly, and construct a sentence describing the Chocolate called by that name.

Each letter of the name must be the initial letter of a word.

Every sentence must contain the same number of words as there are letters in the name used. Below we give you three examples—

NESTLE'S EATING STANDS LAUDED EVERYWHERE.

PEOPLE EATING THIS EVER REORDER.

KOHLER'S ORDERED, HAPPINESS LIVES EVERYBODY RATTROUS.

CONDITIONS.

Every three "Eulogiums" to be accompanied by a PETER'S, NESTLE'S or KOHLER'S Wrapper. So for one wrapper you may send more than one "Eulogium."

"Eulogiums" may be sent in under a nom de plume, which, if a winner, will be published in the Local Papers. Your name will be treated confidentially by us.

The First Prize will be one of our WRIST WATCHES, and will be given for what we consider the best "Eulogium."

Consolation Prizes consisting of Chocolate will be given for "Eulogium" which we consider are deserving of such.

Imitation being the sincerest form of flattery, we reserve the right to make future use of the "Eulogiums" without disclosing the authors' names.

Post your attempts to Messrs. PETER'S and NESTLE'S, P.O. Box No. 351, Hongkong, not later than 30th September, 1913.